HIGHLIGHTS

REVISION NO. 33 Jun 01/10

Pages which have been revised are outlined below, together with the Highlights of the Revision

CH/SE/SU C PAGES	REASON FOR CHANGE	EFFECTIVITY
CHAPTER 53		
L.E.P. 1- 4	Revised to Reflect this revision indicating new,revised, and/or deleted pages	
T. OF C. 2- 3	Revised to reflect this revision	
53-10-18 408	Minor additions and amplification **CHANGED THE STEP 'EXTRACT AIR FROM SCUFF PLATE AREA:' WITH 'EXTRACT AIR FROM SCUFF PLATE AREA BY OPERATING THE VACUUM PUMP UNTIL CURING TIME OF SEALANT'**	
53-10-61 201- 202, 205	Effectivity updated at the bottom of the page Effectivity updated in the text Deletion of the mention Post SB 24-2067 03 **ELECTRICAL POWER - MODIFY AC POWER LOAD DISTRIBUTION FOR 50A C/B'S 1XN, 2XN, 4XN**	
53-10-61 401- 409, 417	Effectivity updated at the bottom of the page Effectivity updated in the text	
53-10-63 401- 416	Minor additions and amplification **PANEL 613BL CHANGED WITH 613BR**	
53-11-00 601- 603, 607- 608	Mod.0001X0007 incorporated **TECHNICAL PUBLICATIONS-BASIC MODIFICATION - MODIFY DESIGN.**	
53-12-00 601- 604	Minor additions and amplification **MODIFIED TEXT.** Reprinted	
53-12-29 601, 607- 610	Minor additions and amplification **DELETED TEXT.** Reprinted	
53-19-15 401, 403	Layout Improved or Effectivity Updated	

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CH/SE/SU C PAGES	REASON FOR CHANGE	EFFECTIVITY

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CHAPTER 53

FUSELAGE

LIST OF EFFECTIVE PAGES

N, R or D indicates pages which are New, Revised or Deleted respectively
Remove and insert the affected pages and complete the Record of Revisions and the Record of Temporary Revisions as necessary

CH/SE/SU	C	PAGE	DATE
RECORD			
OF TEMP.			
REVISION			
L.E.P.	R	1- 4	Jun01/10
T. of C.		1	Jun01/07
T. of C.	R	2	Jun01/10
T. of C.	R	3	Jun01/10
T. of C.		4	Jun01/09
T. of C.		5	Jun01/09
T. of C.		6	Jun01/09
53-00-00		1	Dec01/90
53-00-00		2	Dec01/90
53-00-00		3	Dec01/90
53-00-00		4	Dec01/90
53-00-00		5	Dec01/90
53-10-00		1	Dec01/90
53-10-00		2	Dec01/90
53-10-00		3	Dec01/90
53-10-00		4	Dec01/90
53-10-00		5	Dec01/90
53-10-00		6	Dec01/90
53-10-00		7	Dec01/90
53-10-00		8	Dec01/90
53-10-00		9	Dec01/90
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53-10-10		3	Dec01/90
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53-10-10		7	Dec01/90
53-10-10		8	Dec01/90
53-10-10		9	Dec01/90
53-10-15		601	Dec01/92
53-10-15		602	Dec01/90
53-10-15		603	Dec01/98
53-10-15		604	Dec01/98
53-10-16		601	Jun01/03
53-10-16		602	Jun01/03
53-10-16		603	Jun01/03
53-10-16		604	Jun01/03
53-10-17		601	Jun01/09
53-10-17		602	Jun01/09
53-10-18		401	Jun01/02
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53-10-18		403	Jun01/07
53-10-18		404	Jun01/96
53-10-18		405	Jun01/07
53-10-18		406	Jun01/96
53-10-18		407	Jun01/07
53-10-18	R	408	Jun01/10
53-10-18		409	Jun01/07
53-10-18		410	Jun01/07
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53-10-18		412	Jun01/07
53-10-18		413	Jun01/07
53-10-18		414	Jun01/01
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53-10-19		402	Dec01/90
53-10-19		403	Dec01/90
53-10-20		1	Dec01/90
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53-10-20		602	Jun01/99
53-10-20		603	Jun01/99
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53-10-21		401	Jun01/05
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53-10-28		401	Jun01/06
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53-10-29		401	Jun01/07
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53-10-40		603	Jun01/04
53-10-41		401	Dec01/98
53-10-41		402	Dec01/90
53-10-41		403	Dec01/98

Printed in France

CH/SE/SU	C	PAGE	DATE
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53-10-47		406	Jun01/04
53-10-47		407	Jun01/08
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53-10-63	R	414	Jun01/10
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53-10-67		402	Jun01/04
53-10-67		403	Jun01/04

CH/SE/SU	C	PAGE	DATE
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53-10-67		405	Jun01/04
53-10-67		406	Jun01/04
53-10-67		407	Jun01/04
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53-10-69		403	Jun01/99
53-10-71		401	Dec01/90
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53-15-12		3	Jun01/94
53-15-12		601	Dec01/90

CH/SE/SU	C	PAGE	DATE
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53-18-11		602	Mar01/03
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53-19-15		402	Jun01/09
53-19-15	R	403	Jun01/10
53-19-21		401	Jun01/00
53-19-21		402	Jun01/98
53-19-21		403	Dec01/90
53-19-21		404	Dec01/90
53-19-21		405	Dec01/90
53-19-21		406	Dec01/90
53-19-21		407	Dec01/90
53-19-21		408	Dec01/90
53-19-21		409	Dec01/90
53-19-21		410	Dec01/90
53-19-21		411	Jun01/00
53-19-21		412	Jun01/98
53-19-21		413	Dec01/92
53-19-21		414	Dec01/92
53-19-21		415	Dec01/90

CHAPTER 53

FUSELAGE

TABLE OF CONTENTS

SUBJECT	CH/SE/SU	C	PAGE	EFFECTIVITY
FUSELAGE	53-00-00			
Description and Operation			1	ALL
FUSELAGE STRUCTURE	53-10-00			
Description and Operation			1	ALL
Description of the Structure			1	ALL
STRUCTURE COMPLETE	53-10-10			
Description and Operation			1	ALL
FLOOR STRUCTURE	53-10-15			
Inspection/Check			601	ALL
SEAT TRACKS	53-10-16			
Inspection/Check			601	ALL
BULKHEADS	53-10-17			
Inspection/Check			601	ALL
SCUFF PLATES	53-10-18			
Removal/Installation			401	ALL
PRESSURE BULKHEAD - PROTECTIVE SHIELD (STA766/FR1)	53-10-19			
Removal/Installation			401	ALL
FLOOR PANELS	53-10-20			
Description and Operation			1	ALL
Inspection/Check			601	ALL
Approved Repairs			801	ALL
FLIGHT COMPARTMENT FLOOR PANELS	53-10-21			
Special precautions			301	ALL
Removal/Installation			401	ALL
Inspection/Check			601	ALL
Reason for the Job			601	ALL
Equipment and Materials			601	ALL
Procedure			601	ALL
FWD PASSENGER COMPARTMENT FLOOR PANELS	53-10-23			
Removal/Installation			401	ALL
PASSENGER COMPARTMENT FLOOR PANELS	53-10-25			
Removal/Installation			401	ALL
AVIONICS COMPARTMENT FLOOR PANELS	53-10-27			
Removal/Installation			401	ALL
COVER PLATES	53-10-28			
Removal/Installation			401	ALL
FWD CARGO COMPARTMENT FLOOR PANELS	53-10-29			
Removal/Installation			401	ALL
AFT CARGO COMPARTMENT FLOOR PANELS	53-10-33			
Removal/Installation			401	ALL
BULK CARGO COMPARTMENT FLOOR PANELS	53-10-35			
Removal/Installation			401	ALL
AFT SECTION AND CATWALK FLOOR PANELS	53-10-37			
Removal/Installation			401	ALL

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SUBJECT	CH/SE/SU	C	PAGE	EFFECTIVITY
SUPPORT STRUTS	53-10-40			
Description and Operation			1	ALL
Inspection/Check			601	ALL
SUPPORT STRUTS - FUSELAGE NOSE SECTION	53-10-41			
Removal/Installation			401	ALL
Support Struts Inspection/Check			601	ALL
SUPPORT STRUTS, SECTION 13 TO 14	53-10-43			
Removal/Installation			401	ALL
FUSELAGE AFT AND TAIL SECTIONS SUPPORT STRUTS	53-10-47			
Removal/Installation			401	ALL
FIXED PARTITIONS	53-10-50			
Description and Operation			1	ALL
Inspection/Check			601	ALL
FLIGHT/PASSENGER COMPARTMENT FIXED PARTITION	53-10-51			
Removal/Installation			401	ALL
AVIONICS COMPARTMENT - FIXED PARTITION	53-10-53			
Removal/Installation			401	ALL
FWD CARGO COMPARTMENT FIXED PARTITION	53-10-55			
Removal/Installation			401	ALL
AFT CARGO COMPARTMENT FIXED PARTITION	53-10-57			
Removal/Installation			401	ALL
BULK CARGO COMPARTMENT FIXED PARTITION	53-10-59			
Removal/Installation			401	ALL
FAIRINGS	53-10-60			
Description and Operation			1	ALL
Inspection/Check			601	ALL
RADOME	53-10-61			
Description and Operation			1	ALL
General			1	ALL
Component Location			1	ALL
System Description			1	001-003,
Component Description			4	001-003,
Radome			4	001-003,
Hinge Fittings			4	001-003,
Support Struts			4	001-003,
Latches			4	001-003,
System Description			4	004-200,
Component Description			4	004-200,
Radome			4	004-200,
Hinge Fittings			5	004-200,
Support Struts			5	004-200,
Latches			5	004-200,
Maintenance Practices			201	101-101,103-200,
Opening/Closing of the Radome			201	101-101,103-200,
Maintenance Practices			201	001-100,102-102,
Opening/Closing of the Radome			201	001-100,102-102,
Removal/Installation			401	ALL
Radome			401	ALL
Locking Handle			411	ALL
Arrestor Pick-Up Fitting			414	ALL

SUBJECT	CH/SE/SU	C	PAGE	EFFECTIVITY
Radome Seal			418	ALL
Adjustment/Test			501	ALL
Radome Latches - Check/Adjustment			501	ALL
Radome - Tap Test			501	ALL
Radome - Conductivity Test			504	ALL
Inspection/Check			601	ALL
Reason for the Job			601	ALL
Equipment and Materials			601	ALL
Cleaning/Painting			701	ALL
Approved Repairs			801	ALL
Radome Repair			801	ALL
WING-TO-FUSELAGE FAIRINGS	53-10-63			
Removal/Installation			401	ALL
VERTICAL STABILIZER DORSAL FIN	53-10-67			
Removal/Installation			401	ALL
VERTICAL STABILIZER SIDE FAIRINGS	53-10-69			
Removal/Installation			401	ALL
RUDDER FAIRINGS	53-10-71			
Removal/Installation			401	ALL
Deactivation/Reactivation			901	ALL
Ref.: CDL Sect. 6.03.53 Chap. 53 Item 1			901	ALL
FITTINGS	53-10-80			
Description and Operation			1	ALL
Inspection/Check			601	ALL
FUSELAGE AFT SECTION FITTINGS	53-10-88			
Removal/Installation			401	ALL
Removal of Eyebolts			402	ALL
Removal of Horizontal Stabilizer Attach Fittings			402	ALL
Removal of Horizontal Stabilizer Attach Fitting Bearings			403	ALL
Installation of Horizontal Stabilizer Attach Fitting Bearings			403	ALL
Installation of Horizontal Stabilizer Attach Fittings			409	ALL
Installation of Eyebolts			409	ALL
Inspection/Check			601	ALL
Approved Repairs			801	ALL
FUSELAGE STRUCTURE (STA638 TO STA1340/FR18)	53-11-00			
Description and Operation			1	ALL
General			1	ALL
Description			1	001-005,101-200,
Description			9	006-100,
R Inspection/Check			601	ALL
LADDERS	53-11-70			
Description and Operation			1	ALL
General			1	ALL
FIXED LADDER	53-11-71			
Removal/Installation			401	ALL

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SUBJECT	CH/SE/SU	C	PAGE	EFFECTIVITY
Procedure			401	ALL
EXTENDING LADDER	53-11-72			
Removal/Installation			401	ALL
FUSELAGE SECTION 12 (STA972/FR10 TO STA1340/FR18)	53-12-00			
Description and Operation			1	ALL
Inspection/Check			601	ALL
SKIN PLATES	53-12-12			
Inspection/Check			601	ALL
AVIONICS COMPARTMENT FLOOR PANELS	53-12-27			
Removal/Installation			401	ALL
Inspection/Check			601	ALL
UMBRELLA PANELS	53-12-29			
Removal/Installation			401	001-001,003-103,105-200,
Inspection/Check			601	001-001,003-103,105-200,
FUSELAGE FWD SECTION (STA1340/FR 18 TO STA1764/FR26/32)	53-13-00			
Description and Operation			1	ALL
General			1	ALL
Description			1	ALL
Frames			1	ALL
Stringers			1	ALL
Cabin Floor Structure			1	ALL
Cargo Floor Structure			5	ALL
Window Reinforcement			5	ALL
Cargo Compartment - Door Frame Reinforcement			5	ALL
STRUCTURE COMPLETE	53-13-11			
Inspection/Check			601	ALL
FUSELAGE FWD INTERMEDIATE SECTION (STA1764/FR26 TO STA2294/FR40)	53-14-00			
Description and Operation			1	ALL
Frames			1	ALL
Stringers			1	ALL
Cabin Floor Structure			5	ALL
Truss - FWD Cargo Compartment			5	ALL
Window Reinforcement			5	ALL
STRCUTURE COMPLETE	53-14-11			
Inspection/Check			601	ALL
KRUEGER FLAP FILLET	53-14-19			
Removal/Installation			401	ALL
FUSELAGE CENTER SECTION (STA2241/ 2294/FR39/40 TO STA2931/FR54)	53-15-00			
Description and Operation			1	ALL
General			1	ALL
Description of the Structure			1	ALL
Inspection/Check			601	ALL
SKIN PLATES	53-15-12			

SUBJECT	CH/SE/SU	C	PAGE	EFFECTIVITY
Description and Operation			1	ALL
General			1	ALL
Upper Plates			1	ALL
Lateral Plates			1	ALL
Lower Plates			1	ALL
Inspection/Check			601	ALL
FLOOR STRUCTURE	53-15-15			
Description and Operation			1	ALL
General			1	ALL
AIR CONDITIONING COMPARTMENT FLOOR PANELS	53-15-31			
Removal/Installation			401	ALL
Inspection/Check			601	ALL
Reason for the Job			601	ALL
SUPPORT STRUTS - FUSELAGE CENTER SECTION	53-15-45			
Description and Operation			1	ALL
Removal/Installation			401	ALL
Removal of Lateral Support Between STA2612/FR47 and STA2931/FR54			402	ALL
Removal of Lateral Support Strut Between STA3036/FR48 and STA3354/FR54			402	ALL
Removal of Support Strut on Keel Beam			402	ALL
Removal of Wing Center Box Support Strut			402	ALL
Inspection/Check			601	ALL
Equipment and Materials			601	ALL
Procedure			601	ALL
WING-TO-FUSELAGE FAIRINGS	53-15-63			
Description and Operation			1	ALL
Removal/Installation			401	ALL
Inspection/Check			601	ALL
COOLING AIR INLET FAIRINGS	53-15-73			
Description and Operation			1	ALL
Removal/Installation			401	ALL
Inspection/Check			601	ALL
Approved Repairs			801	ALL
EQUIPMENT ATTACH FITTINGS SECTION 15/21	53-15-87			
Inspection/Check			601	ALL
Equipment Attach Fittings			601	ALL
Main Gear Brace Strut Attach Fittings			602	ALL
Reason for the Job			602	ALL
Equipment and Materials			602	ALL
FUSELAGE AFT INTERMEDIATE SECTION (STA2931/FR54 TO STA3143/FR58)	53-16-00			
Description and Operation			1	ALL
STRUCTURE COMPLETE	53-16-11			
Inspection/Check			601	ALL

SUBJECT	CH/SE/SU	C	PAGE	EFFECTIVITY
FUSELAGE AFT INTERMEDIATE SECTION (STA3143/FR58 TO STA3885/FR72)	53-17-00			
Description and Operation			1	ALL
STRUCTURE COMPLETE	53-17-11			
Inspection/Check			601	ALL
FUSELAGE AFT SECTION (STA3885/FR72 TO STA4362/FR80)	53-18-00			
Description and Operation			1	ALL
STRUCTURE COMPLETE	53-18-11			
Inspection/Check			601	ALL
FUSELAGE TAIL SECTION AND TAIL CONE (STA4362/FR80 TO STA5151/FR103)	53-19-00			
Description and Operation			1	ALL
STRUCTURE COMPLETE	53-19-11			
Inspection/Check			601	ALL
DRAIN MAST	53-19-15			
Removal/Installation			401	ALL
TAIL CONE	53-19-21			
Removal/Installation			401	ALL

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1. General

A. The fuselage is of semi-monocoque construction and comprises a rigid structure of lateral frames, bulkheads and cross beams, longitudinal stringers and an outer skin. Structural components and skin are, in general, manufactured from light alloy materials.

B. The fuselage consists of five main assemblies with the production breaks at frames 18, 40, 54 and 91. These are the nose, forward, center, aft and tail fuselage.

C. The pressurized area of the fuselage extends between the pressure bulkheads at frames 1 and 80, and includes the flight compartment, passenger compartment, cargo compartments and avionics compartment. The upper and lower portions of the pressurized area are separated by the main floor structure.

D. The radome, air conditioning compartment, landing gear wells, wing center box hydraulics compartment, fuselage tail section and tail cone are not pressurized.

E. The fuselage is reinforced around all openings, by stringers, frames, struts and skin doublers.

2. Description

(Ref. Fig. 001)

A. Nose Fuselage

(1) The nose fuselage comprises sections 11 and 12.

(a) Section 11 extends from forward tip of nose cone (radome) STA638 to STA972(FR10). The forward pressure bulkhead is located at STA766(FR1). The flight compartment extends from STA766(FR1) to STA972(FR10) with the forward part of the avionics compartment immediately below.

(b) Section 12 extends from STA972(FR10) to STA1340(FR18). The upper shell with the FWD passenger/crew doors located between STA1163/(FR14) and STA1285(FR16A) forms the forward part of the passenger compartment. The nose wheel well and part of the avionics compartment are located in the lower part of the fuselage shell.

B. Forward Fuselage

(1) The forward fuselage comprises sections 13 and 14.

(a) Section 13 extends from STA1340(FR18) to STA1764(FR26), and includes part of the passenger compartment, rear extent of the avionics compartment, and part of FWD cargo compartment. The FWD cargo compartment door is located between STA1446(FR20) and STA1764(FR26) on the RH side of the fuselage.

(b) Section 14 extends from STA1764(FR26) to STA2294(FR40) in the upper half of fuselage and to STA2241(FR39) in the lower half of fuselage, and includes part of the passenger compartment, and the remainder of FWD cargo compartment, which ends at STA2188(FR38.2).

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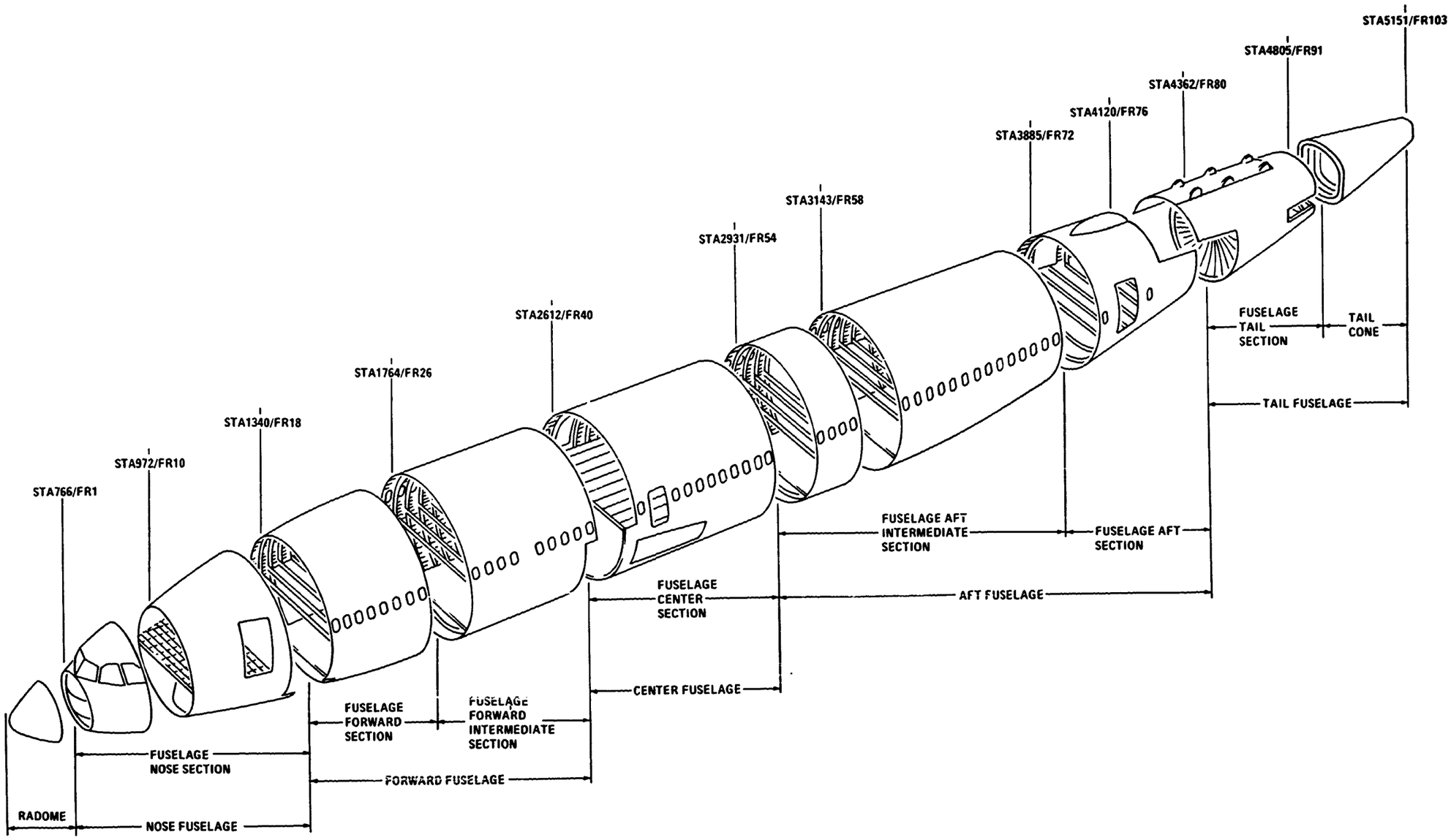

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Fuselage - General View
Figure 001

C. Center Fuselage
(1)The center fuselage comprises sections 15 and 21.
(a)Section 15 extends from STA2294(FR40) to STA2931(FR54) and includes part of the passenger compartment. The emergency exits are located between STA2347(FR42) and STA2453(FR44), one on each side of the fuselage.
(b)Section 21 extends from STA2241(FR39) to STA2931(FR54) and is located beneath section 15, and includes the wing center box, air conditioning compartment, main landing gear well and hydraulics compartment.

D. Aft Fuselage
(1)The aft fuselage comprises sections 16, 17 and 18.
(a)Section 16 extends from STA2931(FR54) to STA3143(FR55), and includes part of the passenger compartment and part of the AFT cargo compartment.
(b)Section 17 extends from STA3143(FR58) to STA3885(FR72), and includes part of the passenger compartment, rear extent of AFT cargo compartment and BULK cargo compartment. The AFT cargo compartment door is located between STA3196(FR59) and STA3461(FR64). The BULK cargo compartment door is located between STA3620(FR67) and STA3726(FR69). Both doors are on the RH side of the fuselage.
(c)Section 18 extends from STA3885(FR72) to STA4120(FR76), in area of STGR1 thru STGR17, LH and RH, and from STA3885(FR72) to STA4362 (FR80) in area of STGR17 thru STGR57, LH and RH. The upper part of section 18 forms the rear extent of the passenger compartment. The lower part includes the aft cabin underfloor compartment. The AFT passenger/crew doors are located between STA3938(FR73) and STA4120 (FR76), one on each side of the fuselage from STA4302(FR79) extending to the tail section.

E. Tail Fuselage
(1)The tail fuselage (section 19) comprises fuselage tail section and tail cone.
(a)The fuselage tail section, extends from STA4120(FR76) to STA4362(FR80) in area of STGR1 thru STGR17, LH and RH, and from STA4362(FR80)to STA4805(FR91).
The aft pressure bulkhead located at STA4362(FR80) and the forward part of the rear equipment compartment, with an access door located between STA4467(FR84) and STA4520(FR85) are contained in the fuselage tail section. The attach fittings for the vertical stabilizer are located in the upper part from STA4302(FR79) STA4362(FR80), STA4467(FR84) to STA4520(FR85) and STA4572(FR86) to STA4625(FR87). The horizontal stabilizer is attached to the fuselage by various attach fittings, located at STA4805(FR91).
(b)The tail cone extends from STA4816(FR92) to STA5151(FR103), and contains the aft part of the rear equipment compartment, APU air intake, APU compartment and APU exhaust. The tail cone is fitted with a tail cone duct, which extends from STA5151(FR103) to (FR106). Access doors are located between STA4816(FR92) and STA4902(FR95), and STA4902 (FR95) and STA5093(FR101).

1. Description of the Structure

The fuselage is divided into nine sections; eight of them are pressurized. Generally, the structure is made of stringer-frame-skin arrangement, except the nose section (sections 11 and 12), where a strong curvature exists; these are made of a frame-skin arrangement only. The longitudinal stiffeners are riveted or bonded to the skin. Some structure areas may be subjected to moisture or other contamination; thus, many of the upper skin panels are bonded while the lower panels are riveted.

The material used for stringers, frame and skin in general is aluminum alloy.

The pressurized fuselage is divided by the cabin floor into a lower and upper part, the upper part is the passenger compartment and the lower part forms the cargo compartments.

The cabin floor is built up from cross beams and seat tracks, the floor panels are x-load carrying parts of the floor structure. The floor is suspended to the frames by riveting and in addition by struts.

The cargo compartment floor, built up by the roller tracks, is supported by cross beams and a strut framework to the ring frames.

Components which are in different sections :

A. Cabin Floor (Ref. Fig. 001)

The cabin floor structure is a bending stiff connected grid, built of the cross beams, which are riveted to the frames and supported by struts aside the cargo compartment and of the seat tracks and auxiliary tracks, machined from extrusions. The cross beams are machined from plate.

The floor panels are made of sandwich plates with honeycomb core, they are part of the floor structure and transmit the x-load from the passenger compartment in emergency landing case to the fuselage shell, hence the plates have multi-bolt-attachment to the seat tracks and auxiliary tracks.

B. Frames (Ref. Fig. 002)

Generally, the frames have folded sections from sheet material and are connected to the skin by closing angles (for shear) except for the frames which are provided for load introduction or located close to the doors, those are machined from plates.

C. Junctions (Ref. Fig. 003, 004, 005)

(1)To fit structural elements together several junction types can be used, such as :

- bolted junction
- bonded junction
- riveted junction

D. Longitudinal Lap Joints

The longitudinal lap joints are three-row-joints of single shear type. The skin is reinforced by bonded cover strips to enable installation of countersunk rivets.

E. Circumferential Joints

The circumferential joints are also single shear riveted but with a butt

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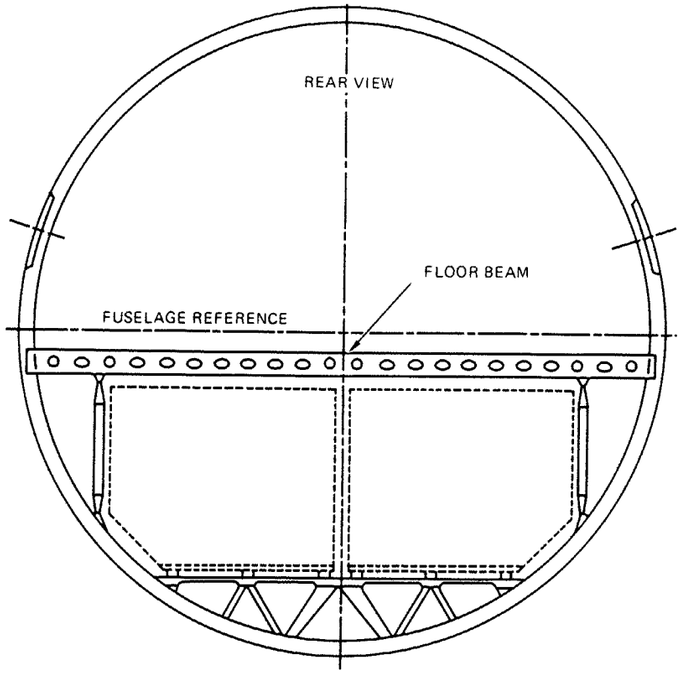
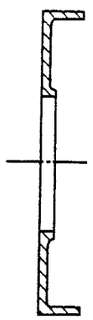
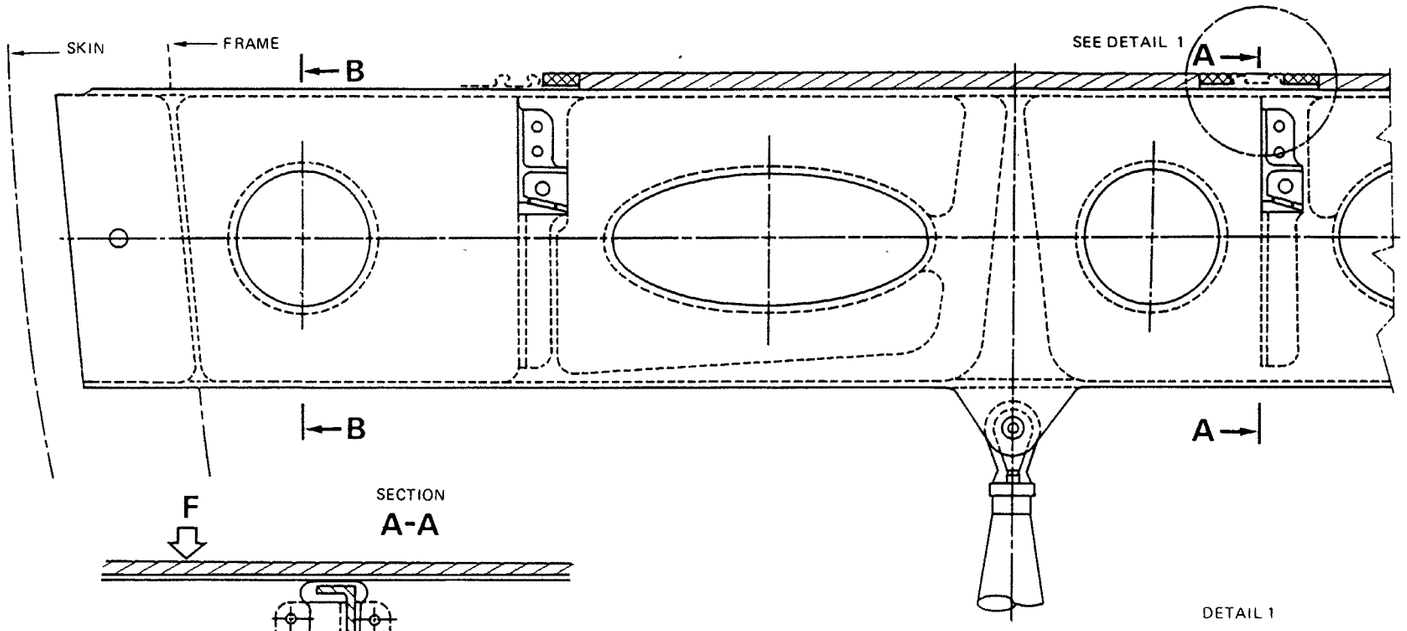
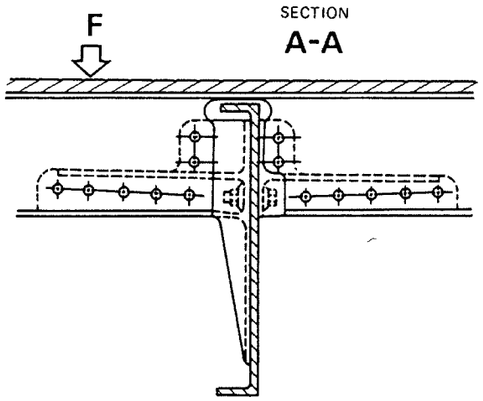
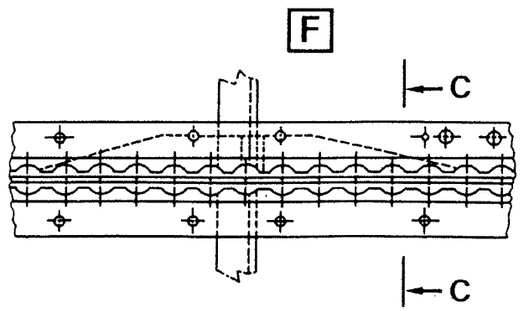


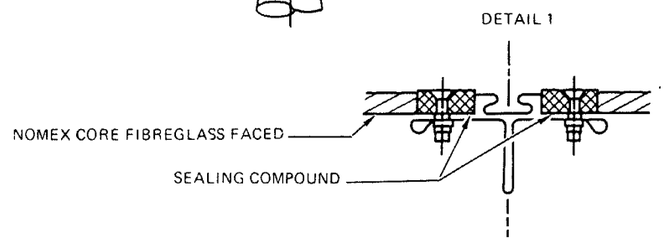
SECTION
B-B



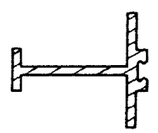








SECTION
C-C



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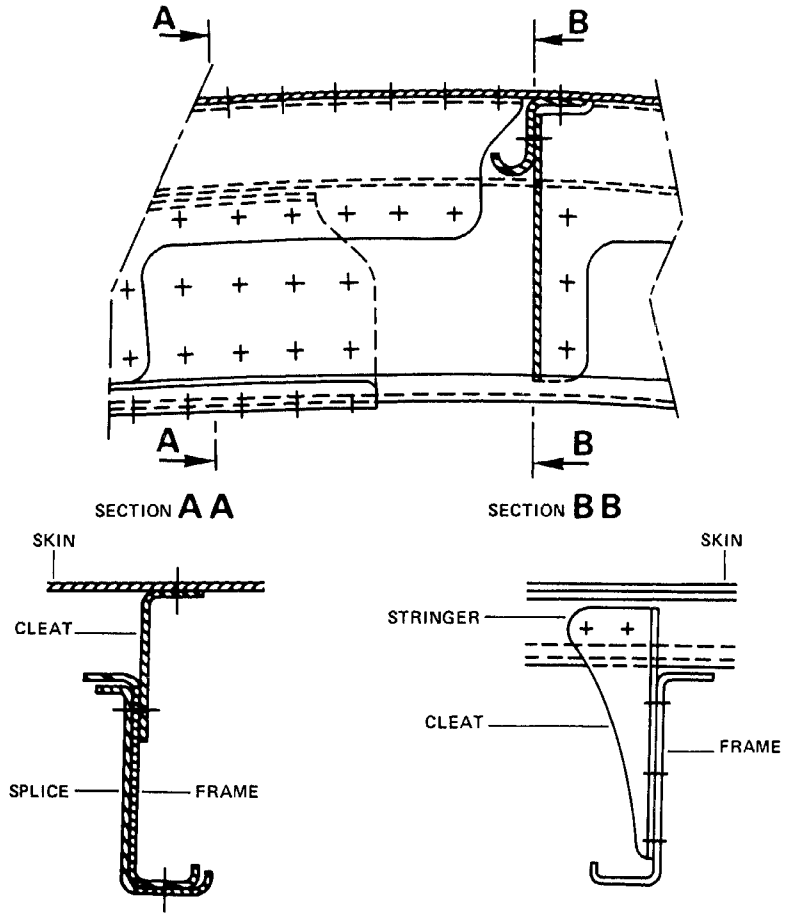
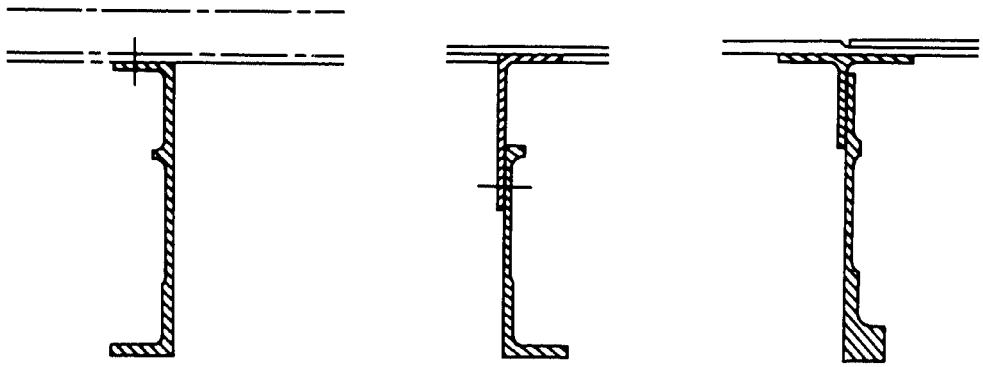
Fuselage Structure - Details
Figure 001

TYPICAL FOLDED FRAME CROSS SECTION



TYPICAL MILLED FRAME CROSS SECTION



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Fuselage Structure - Details
Figure 002

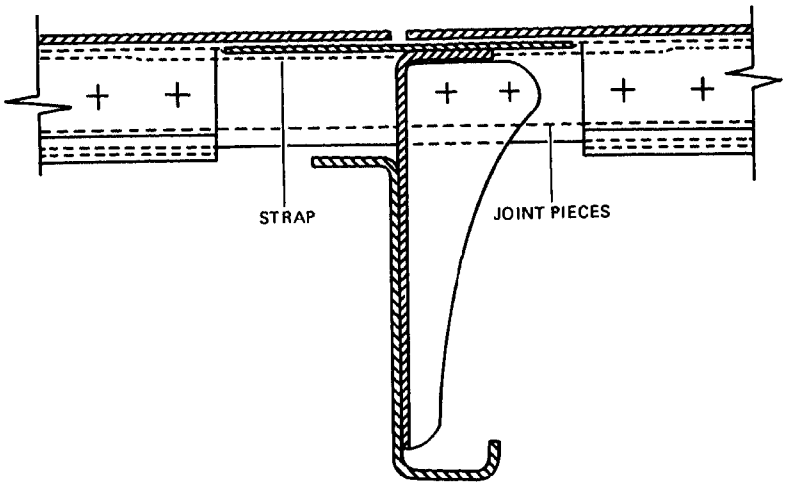
strap and two rows of rivets. In the joint area, the skin has a bonded doubler due to countersunk riveting.

F. Door Frame Panels
The door frame consists of machined skin plates of different thicknesses, reinforced by machined frames. The frames are connected with triangular brackets, which absorb the door loads, applied at the door stops. An additional failsafe frame is attached to the door frame panels.

G. Window Panel and Window Frame
The side panels have a wide doubler and in the window surrounding another ring doubler, both bonded to the skin. The window frame is a die forging ring which is riveted to the skin.

H. Stringers
Different types of stringers are used for the airframe structure; the choice depends on the strength and on the environmental conditions. The shape is given by the fabrication, so cold formed or extruded cross sections are found on the aircraft and also at junctions - bonding or riveting - depends on the stress level and the ambient conditions. The stringer material is usually light alloy.

CIRCUMFERENTIAL JOINTS-SHEETMETAL



FOLDED STRINGER
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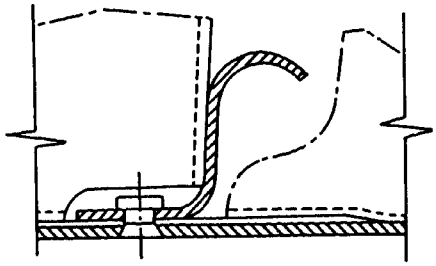
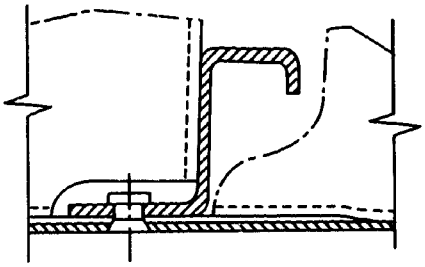


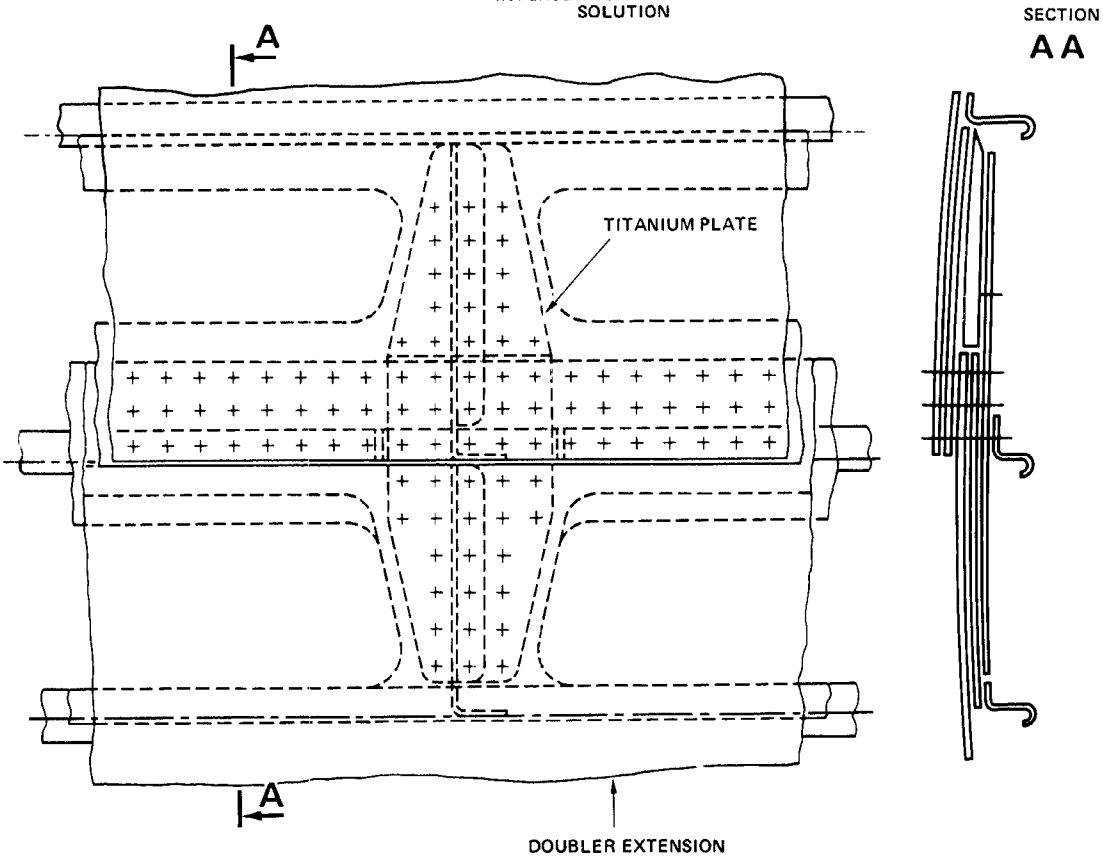
EXTRUDED STRINGER
(RIVETED)



BM5 53 10 00 0 AFMO – 09

Fuselage Structure - Details
Figure 003

PRINCIPLE OF FRAME REINFORCING / CRACK STOPPER AT JOINT
INTERSECTION PRODUCTION
SOLUTION



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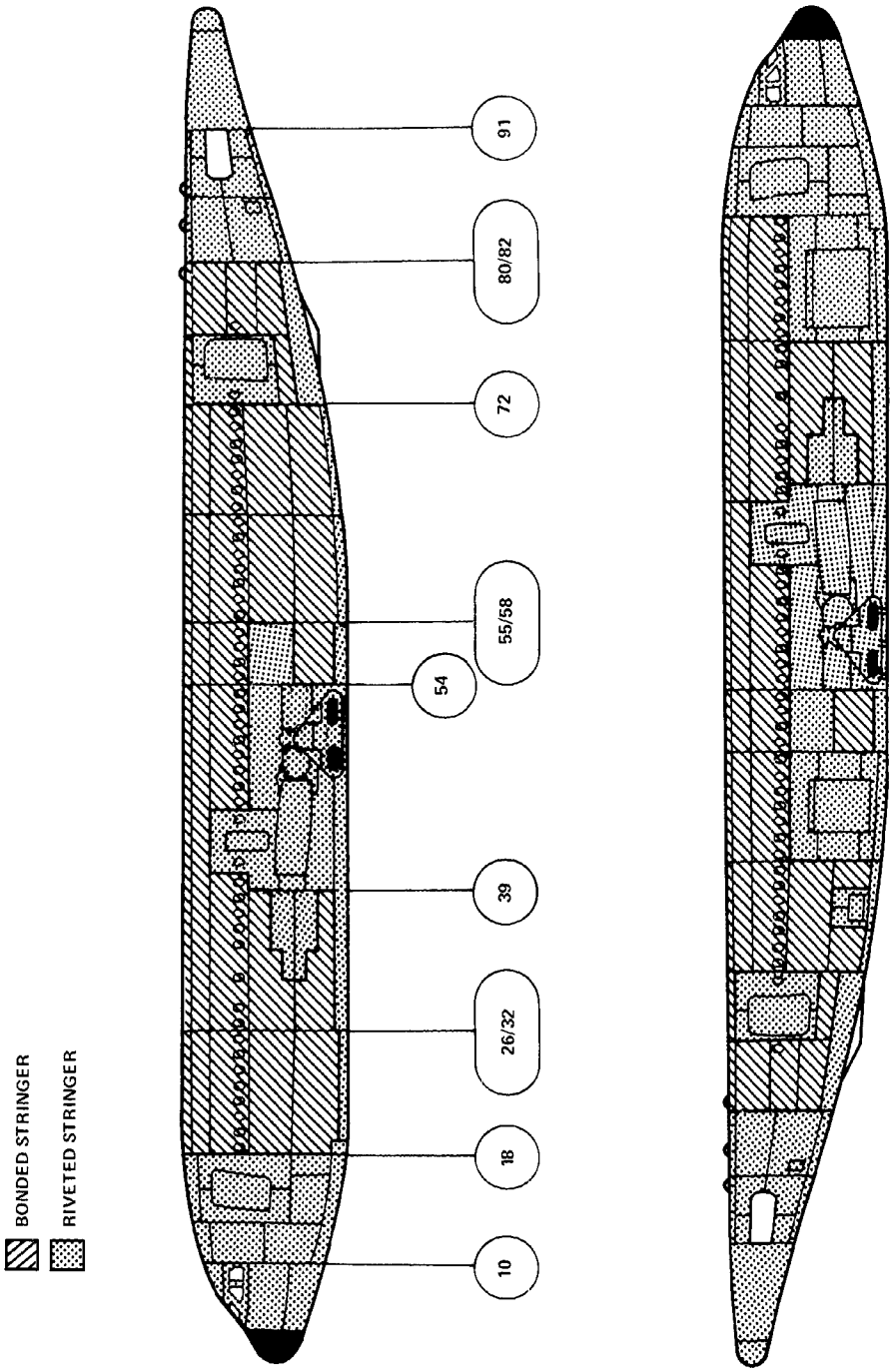
Fuselage Structure - Details
Figure 004



Fuselage Structure - Details
Figure 005

1. General

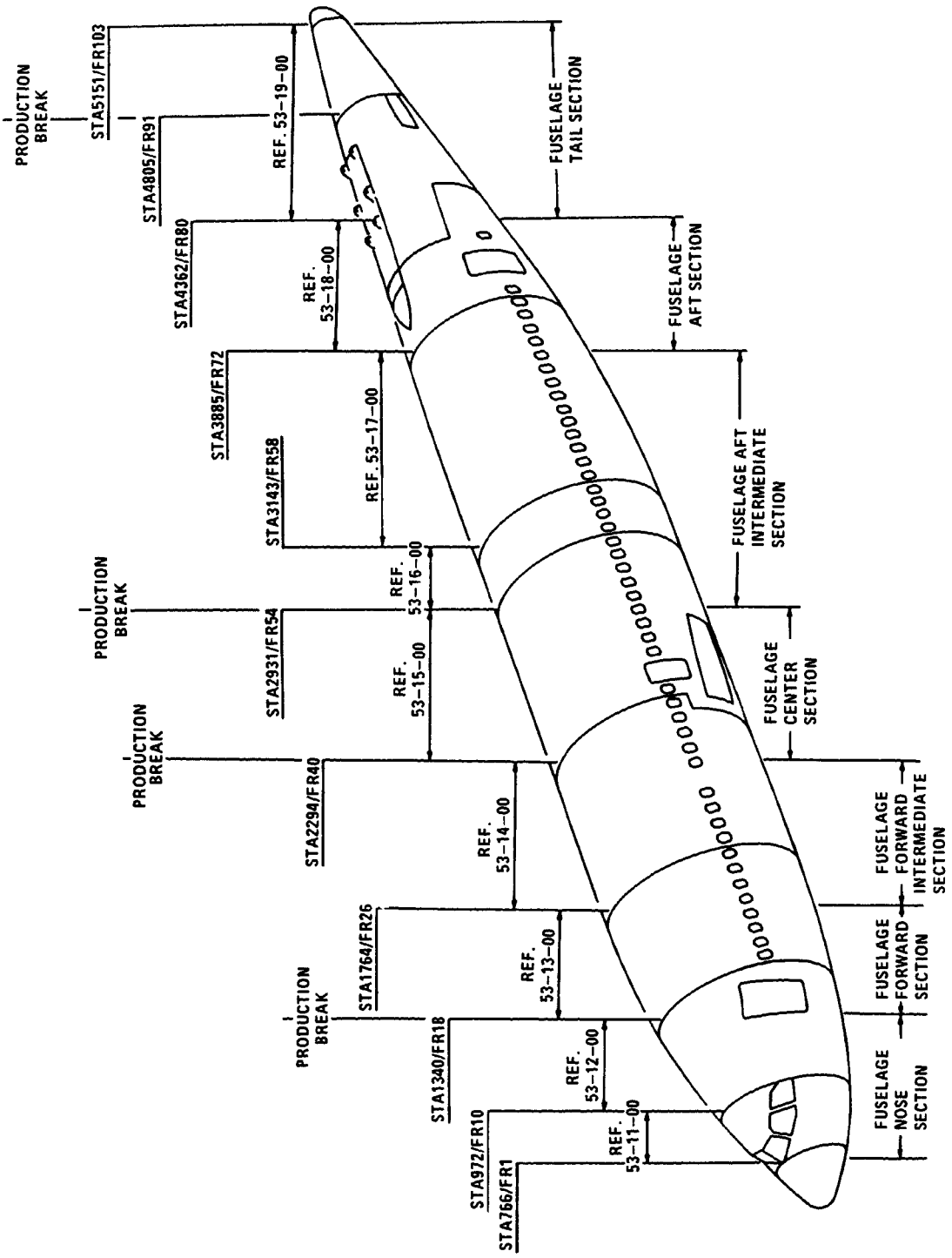
A. The fuselage structure is a semi-monocoque construction and comprises skin plates, frames, stringers, skin stiffeners, floors, seat tracks, bulkheads, support struts, fixed partitions, fairings and fittings.

B. The fuselage structure is constructed primarily of aluminum alloys, with various steel, titanium and resin impregnated fiber parts.

2. Component Location

(Ref. Fig. 001)

FIN	FUNCTIONAL DESIGNATION	PANEL	ZONE	ACCESS DOOR	ATA REF.
	SECTION-NOSE, FUSELAGE		110		53-11-00
			120		
			210		
	SECTION-NOSE, FUSELAGE		120		53-12-00
			210		
			220		
			230		
	SECTION-FORWARD, FUSELAGE		130		53-13-00
			220		
			230		
	SECTION-FORWARD INTERMEDIATE, FUSELAGE		130		53-14-00
			230		
			240		
	SECTION-CENTER, FUSELAGE		140		53-15-00
			240		
	SECTION-AFT INTERMEDIATE, FUSELAGE		150		53-16-00
			250		
	SECTION-AFT INTERMEDIATE, FUSELAGE		150		53-17-00
			160		
			170		
			250		
	SECTION-AFT, FUSELAGE		170		53-18-00
			250		
			260		
	SECTION-TAIL, FUSELAGE		310		53-19-00
	CONE-TAIL		310		53-19-00



BM6 53 10 10 0 AA M 0-10

Fuselage
Figure 001

3. Description
(Ref. Fig. 002)
(Ref. Fig. 003)
(Ref. Fig. 004)

A. Skin Plates
(1)The skin plates, which have stringers bonded or riveted to them, are riveted to frames and form part of the pressurized fuselage.
(a)The skin plates are preformed to the contour of the fuselage and are interconnected by means of lap or butt joints, reinforced by doublers of various sizes.

B. Frames
(1)Frames are the circumferential stiffeners for the fuselage shell and are constructed from formed or machined aluminum-alloy sections. Clips, with cutouts to clear stringers, are riveted between the frames and the skin plates.
(a)The majority of frames are Z-section and constructed from machined members joined by riveted splices.
(b)Ring or partial ring frames are used at strategic points, e.g. - Frames 1 (STA766) and 80 (STA4362) (the forward and aft pressure bulkheads) are ring frames. Frames 39 (STA2241) and 54 (STA2931) are partial ring frames.
(c)Frames 88 (STA4670) thru 91 (STA4805) are split frames which carry reinforcing bracing struts and ties to support the horizontal stabilizer mountings and stabilizer.
(d)Frames 95 (STA4905) and 101 (STA5094) are fitted with titanium panels which form the firewalls for the APU compartment.

C. Stringers and Skin Stiffeners
(1)Stringers are the longitudinal stiffeners of the fuselage shell, and are constructed from formed or machined aluminum-alloy Z-sections, and pass between the frames and the skin panels.
(2)Areas of high stress are reinforced by using web, gusset, shear and/or torsion plates.

D. Floor Structure
(1)Flight Compartment and Passenger Compartment Floor Structure
(a)The flight compartment and passenger compartment floor structure, fabricated mainly from aluminum alloy, comprise crossbeams attached to frames and supported at each end by struts. Longerons and integral seat tracks are attached to the crossbeams.
(2)Cargo Compartment Floor Structure
(a)The cargo compartment floor structure, fabricated mainly from aluminum alloy, comprises crossbeams attached to frames and supported by struts. Roller tracks are bolted to the crossbeams.

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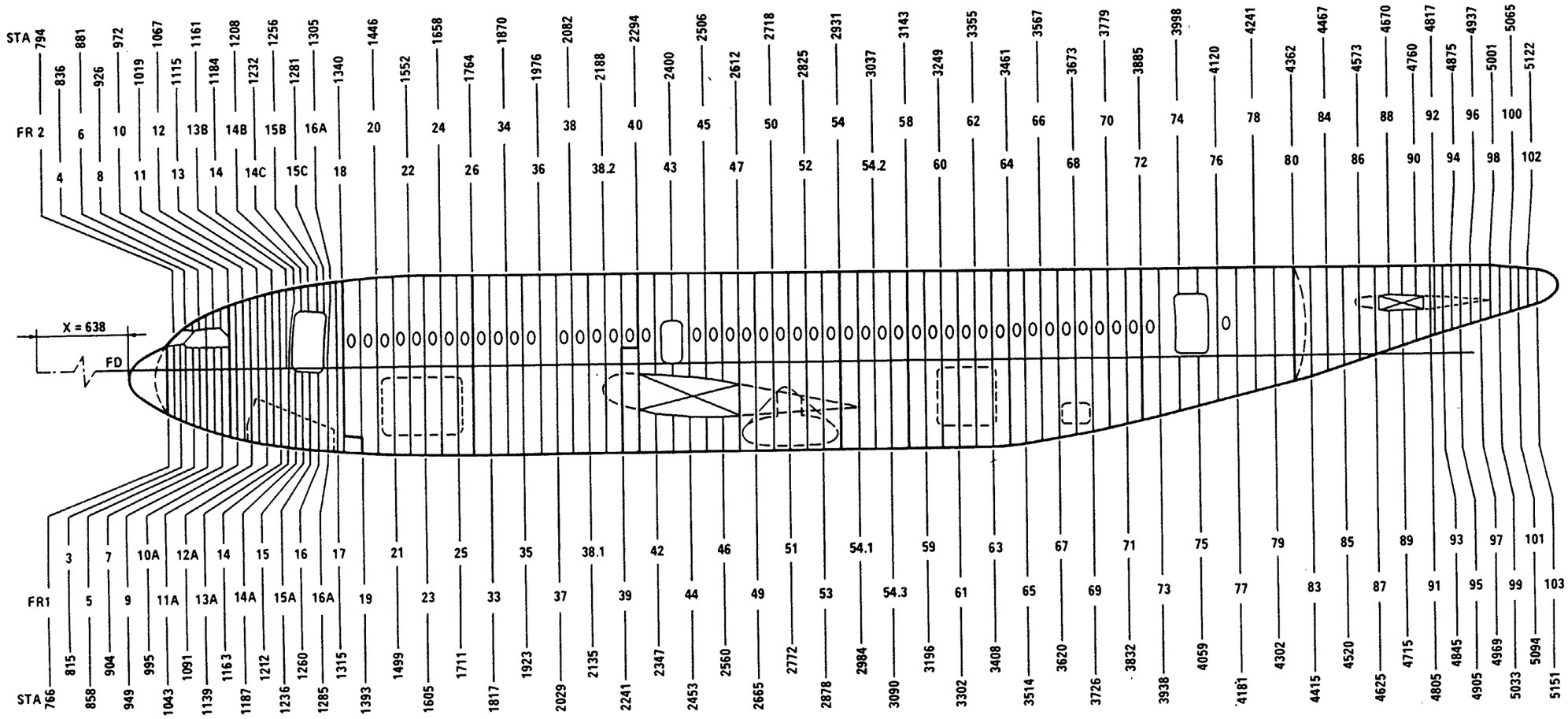

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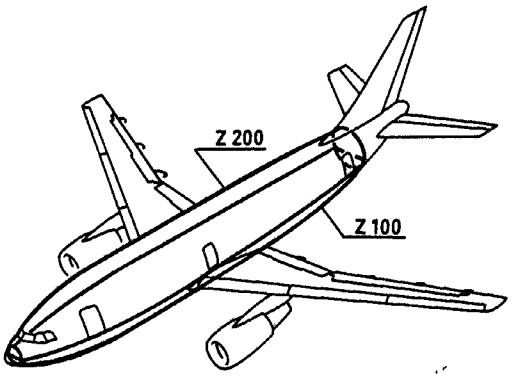
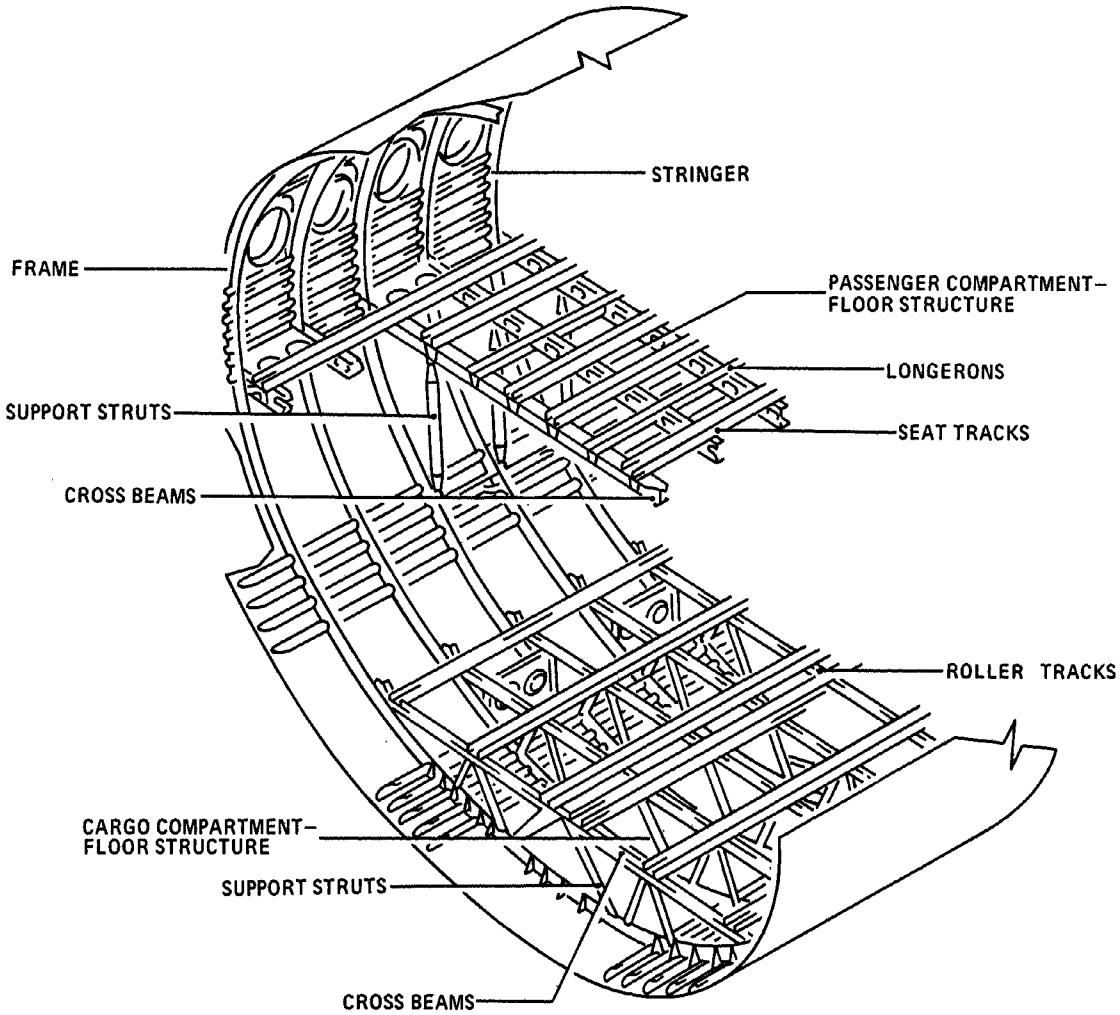
Frame Locations
Figure 002

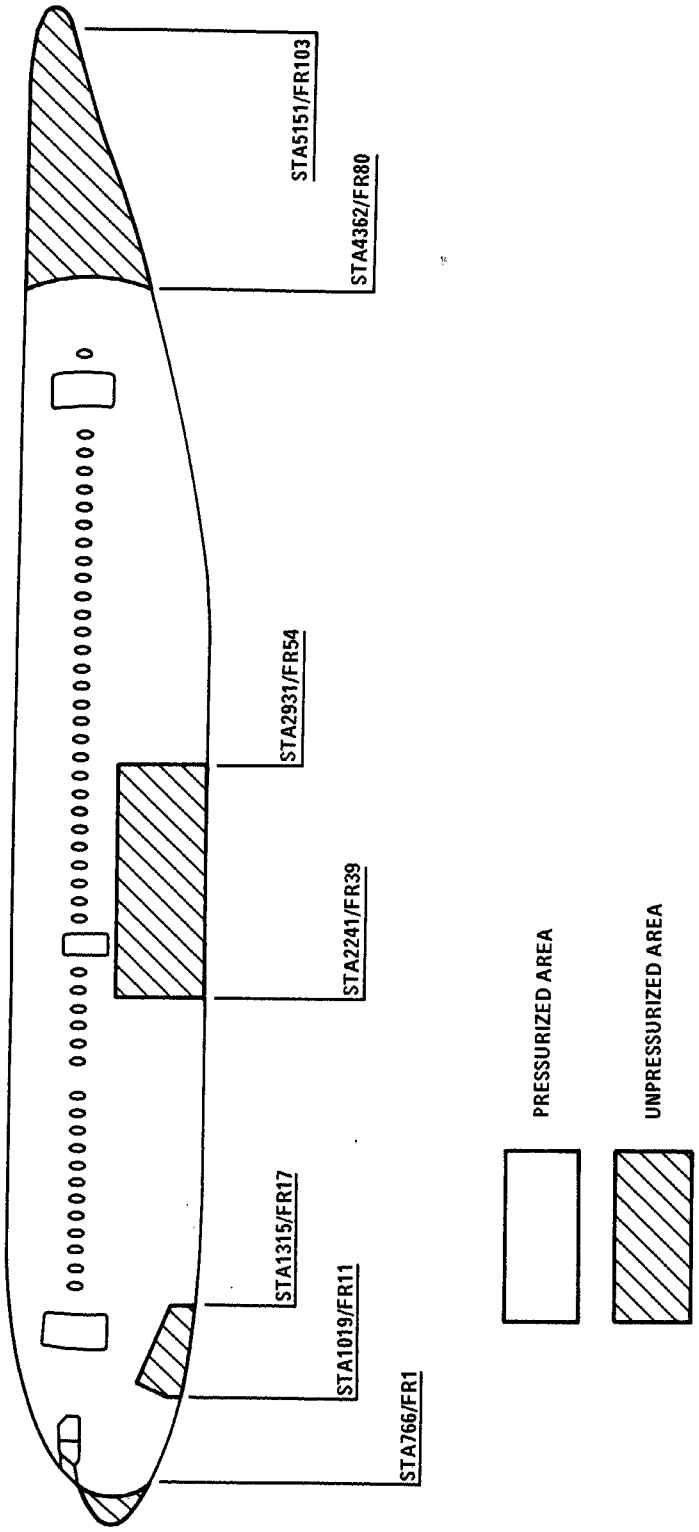


NOTE: TYPICAL STRUCTURE SECTION



BM6 53 10 10 0 AEM0

Structure
Figure 003



BM6 53 10 10 0 AGMO

Bulkheads
Figure 004

E. Seat Tracks
(1)Seat tracks are located in the flight and passenger compartments.
(a)The flight compartment seat tracks are bolted and riveted directly to the floor structure and allow individual seat adjustment for the respective flight crew member.
(b)The passenger compartment seat tracks are integral with the longitudinal members of the floor structure. In addition to allowing customized layout of passenger seats, the tracks are used to locate storerooms, partitions, emergency equipment boxes and cabin attendant seats.

F. Bulkheads
(1)The bulkheads form part of, and reinforce the fuselage structure.
(2)Bulkheads are located at STA766(FR1) (forward pressure bulkhead), between STA1019(FR11) and STA1315(FR17) (nose gear well), between STA2241(FR39) and STA2931(FR54) (horizontal and vertical bulkheads of section 15), and at STA4362(FR80) (aft pressure bulkhead).
(3)Bulkheads separate the pressurized and unpressurized areas.
(a)The pressurized area of the fuselage extends between the pressure bulkheads at frames 1 and 80, and includes the flight compartment, passenger compartment, cargo compartments, and avionics compartment.
(b)The radome, air conditioning compartment, landing gear wells, wing center box, hydraulics compartment, fuselage tail section, and tail cone are not pressurized.

G. Support Struts (Ref. 53-10-40)
(1)Support struts are located beneath the various compartments and provide structural strength, support and rigidity to the associated crossbeam assemblies.

H. Fixed Partitions (Ref. 53-10-50)
(1)Fixed partitions are installed to divide the flight compartment from the passenger compartment and cargo compartments from the adjacent compartments. Doors are provided where access is necessary.

J. Fairings (Ref. 53-10-60)
(1)Aerodynamic fairings are fitted at fuselage to component joints and where structural fittings project from the fuselage. The fairings ensure clean airflow and counteract turbulence.

K. Fittings (Ref. 53-10-80)
(1)Attach fittings enable the connection of structural parts direct to the fuselage, or to components already attached to the fuselage, e.g. vertical stabilizer, tail cone and passenger seat tracks, etc.

R CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE NOMINAL
R MATERIAL THICKNESS AS SPECIFIED IN SRM (STRUCTURAL REPAIR MANUAL).

NOTE : Should a defect be suspected during the following inspection/check, an approved nondestructive test must be carried out. If a defect is subsequently proved to exist, a structural repair must be carried out or the component must be replaced.

NOTE : For inspection/check of seat tracks refer to 53-10-16, P. Block 601.

1. Floor Structure - Inspection/Check

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Access Platforms, 2.3 to 4.5 m (7.5 to 14.8 ft.)
(2)Material No. 05-027	Special Materials (Ref. 20-31-00)
Referenced Procedures	
- 25-11-11, P. Block 401	Captain Seat
- 25-11-12, P. Block 401	First Officer Seat
- 25-21-00, P. Block 401	Passenger Compartment Seats
- 25-21-61, P. Block 401	Cabin Attendant Seat, Freestanding
- 25-26-00, P. Block 1	Curtains and Partitions
- 25-27-12, P. Block 401	Coat Closet
- 25-27-13, P. Block 401	Wardrobe
- 25-27-14, P. Block 401	Cupboard
- 25-27-17, P. Block 401	Doghouse
- 25-40-00, P. Block 1	Lavatories
- 25-52-22, P. Block 401	Ball Mats
- 51-73-10, P. Block 801	Repair of Minor Damage
- 51-74-10, P. Block 801	Removal of Corrosion
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 53-10-16, P. Block 601	Seat Tracks
- 53-10-23, P. Block 401	FWD Passenger Compartment Floor Panels
- 53-10-25, P. Block 401	Passenger Compartment Floor Panels
- 53-10-27, P. Block 401	Avionics Compartment Floor Panels
- 53-10-29, P. Block 401	FWD Cargo Compartment Floor Panels
- 53-10-33, P. Block 401	AFT Cargo Compartment Floor Panels
- 53-10-35, P. Block 401	BULK Cargo Compartment Floor Panels
- 53-10-37, P. Block 401	AFT Section and Catwalk Floor Panels
- 53-12-27, P. Block 401	Avionics Compartment Floor Panels
- 53-15-31, P. Block 401	Air Conditioning Compartment Floor Panels
	NTM - Nondestructive Testing Manuel
R	SRM - Structural Repair Manual

B. Procedure

(1)Job Set-Up

(a)Position access platforms.

(b)Open **FWD** and/or **AFT** cargo compartment door as required and secure with safety lock (Ref. 52-30-00, P. Block 301).

(c)Open **BULK** cargo compartment door as required.

(d)In flight compartment, remove the following as required:

1 Flight compartment seats (Ref. 25-11-11, P. Block 401 and 25-11-12, P. Block 401).

2 Floor panels.

(e)In passenger compartment, remove the following, as required:

1 Passenger and cabin attendant seats (Ref. 25-21-00, P. Block 401 and 25-21-61, P. Block 401).

2 Partitions (Ref. 25-26-00, P. Block 1).

3 Ancillary equipment (Ref. 25-27-12, P. Block 401; 25-27-13, P. Block 401; 25-27-14, P. Block 401 and 25-27-17, P. Block 401).

4 Floor coverings.

5 Galley units and buffets.

6 Lavatories (Ref. 25-40-00, P. Block 1).

7 Floor panels (Ref. 53-10-23, P. Block 401 and 53-10-25, P. Block 401).

(f)Open avionics compartment access door 131AZ (132AZ) as required.

(g)In avionics compartment, remove the following as required:

1 Floor panels (Ref. 53-10-27, P. Block 401; 53-12-27, P. Block 401).

(h)In **FWD** cargo compartment, remove the following as required:

1 Ceiling panels.

2 Floor panels (Ref. 53-10-29, P. Block 401).

3 Ball mats (Ref. 25-52-22, P. Block 401).

(j)In air conditioning compartment, remove the following as required:

1 Floor panels (Ref. 53-15-31, P. Block 401).

(k)In **AFT** cargo compartment, remove the following as required:

1 Ceiling panels.

2 Floor panels (Ref. 53-10-33, P. Block 401).

3 Ball mats (Ref. 25-52-22, P. Block 401).

(l)In **BULK** cargo compartment, remove the following as required:

1 Ceiling panels.

2 Floor panels (Ref. 53-10-35, P. Block 401).

(m)In fuselage aft sections, remove the following as required:

1 Floor panels (Ref. 53-10-37, P. Block 401).

(2)Inspection
(a)The following areas have specific damage criteria:
1 Crossbeams
2 Longerons
3 Longitudinal beams
4 Roller tracks
R 5 Support struts of cargo compartment floor structure
R 6 All remaining parts of floor structure
R 7 For the damage limits for steps 1 thru to 6 refer to
R SRM 53-10-00, P. Block 101.
(b)Should the damage limits be exceeded, a structural repair must be carried out.
1 For the removal of scratches, marks and dents refer to 51-73-10, P. Block 801.
2 For the removal of corrosion refer to 51-74-10, P. Block 801.
3 For the repair of paint coatings refer to 51-75-10, P. Block 801.
4 For the repair of sealing refer to 51-76-10, P. Block 801.
(c)Inspect all floor structure parts for damage, cracks, loose or missing rivets, sealants, paint damage and corrosion.
(d)Pay special attention to attachment of support struts at passenger compartment floor and frames.
(e)Pay special attention to attachment of passenger compartment and cargo compartment cross beams at frames.

(3)Close-Up
(a)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(b)Not applicable
(c)Check coating of moisture-removing oil (Mat. No. 05-027) for good condition and apply if necessary (Ref. 51-75-10, P. Block 801).
(d)In fuselage aft section, install the following as required:
1 Catwalk floor panels (Ref. 53-10-37, P. Block 401).
(e)In BULK cargo compartment, install the following as required:
1 Floor panels (Ref. 53-10-35, P. Block 401).
2 Ceiling panels.
(f)In AFT cargo compartment, install the following as required:
1 Ball mats (Ref. 25-52-22, P. Block 401).
2 Floor panels (Ref. 53-10-33, P. Block 401).
3 Ceiling panels.
(g)In air conditioning compartment, install the following as required:
1 Floor panels (Ref. 53-15-31, P. Block 401).
(h)In FWD cargo compartment, install the following as required:
1 Ball mats (Ref. 25-52-22, P. Block 401).
2 Floor panels (Ref. 53-10-29, P. Block 401).
3 Ceiling panels.
(j)In avionics compartment, install the following as required:
1 Floor panels (Ref. 53-10-27, P. Block 401; 53-12-27, P. Block 401).
(k)Close avionics compartment access door 131AZ (132AZ) if opened.
(l)In flight compartment, install the following as required:
1 Floor panels.
2 Flight compartment seats (Ref. 25-11-11, P. Block 401 and 25-11-12, P. Block 401).
(m)In passenger compartment, install the following as required:
1 Floor panels (Ref. 53-10-23, P. Block 401 and 53-10-25, P. Block 401).
2 Lavatories (Ref. 25-40-00, P. Block 1).
3 Galley units and buffets.
4 Floor coverings.
5 Ancillary equipment (Ref. 25-27-12, P. Block 401; 25-27-13, P. Block 401; 25-27-14, P. Block 401 and 25-27-17, P. Block 401).
6 Partitions (Ref. 25-26-00, P. Block 1).
7 Passenger and cabin attendant seats (Ref. 25-21-00, P. Block 401 and 25-21-61, P. Block 401).
(n)Close BULK cargo compartment door if opened.
(p)Remove safety lock (Ref. 52-30-00, P. Block 301) and close FWD and/or AFT cargo compartment door if opened.
(q)Remove access platforms.

R

NOTE : Should crack formation be suspected during the following inspection/ check, an approved nondestructive test must be carried out.
If a crack is subsequently proved to exist, a structural repair must be carried out, or the component must be replaced.

1. Seat Tracks - Inspection/Check

A. Equipment and Materials

ITEM	DESIGNATION
(1)Material No. 05-027	Special Materials (Ref. 20-31-00)
Referenced Procedures	
- 25-21-00, P. Block 401	Passenger Compartment Seats
- 25-21-61, P. Block 401	Cabin Attendant Seat, Freestanding
- 25-26-00, P. Block 1	Curtains and Partitions
- 25-27-12, P. Block 401	Coat Closet
- 25-27-13, P. Block 401	Wardrobe
- 25-27-14, P. Block 401	Cupboard
- 25-27-17, P. Block 401	Doghouse
- 25-28-00, P. Block 1	Floor Covering
- 25-28-12, P. Block 401	Nontextile Floor Covering
- 25-30-00, P. Block 1	Buffet and Galley
- 25-40-00, P. Block 1	Lavatories
- 51-73-10, P. Block 801	Repair of Minor Damage
- 51-74-10, P. Block 801	Removal of Corrosion
- 51-75-10, P. Block 801	Repair of Paint Coatings
R - 53-10-00, P. Block 101	SRM - Structural Repair Manual
R - 53-10-16, P. Block 201	SRM - Structural Repair Manual
- 53-10-23, P. Block 401	FWD Passenger Compartment Floor Panels
- 53-10-25, P. Block 401	Passenger Compartment Floor Panels
	NTM - Nondestructive Testing Manual

B. Procedure

(1)Job Set-Up

(a)In passenger compartment, remove the following:

1 Passenger and cabin attendant seats (Ref. 25-21-00, P. Block 401 and 25-21-61, P. Block 401).

2 Partitions (Ref. 25-26-00, P. Block 1).

3 Ancillary equipment (Ref. 25-27-12, P. Block 401; 25-27-13, P. Block 401; 25-27-14, P. Block 401 and 25-27-17, P. Block 401).

4 Floor covering (Ref. 25-28-00, P. Block 1 and 25-28-12, P. Block 401).

5 Galleys (Ref. 25-30-00, P. Block 1)

6 Lavatories (Ref. 25-40-00, P. Block 1).

7 Floor panels (53-10-23, P. Block 401 and 53-10-25, P. Block 401).

(2)Inspection

(Ref. Fig. 601)

R (a)For the damage criteria for the seat tracks, refer to the SRM
R (Ref. SRM 53-10-00, P. Block 101).

(b)Should damage limits be exceeded, a structural repair must be carried
R out (Ref. SRM 53-10-16, P. Block 201).

1 For the removal of scratches and marks refer to 51-73-10, P. Block 801.

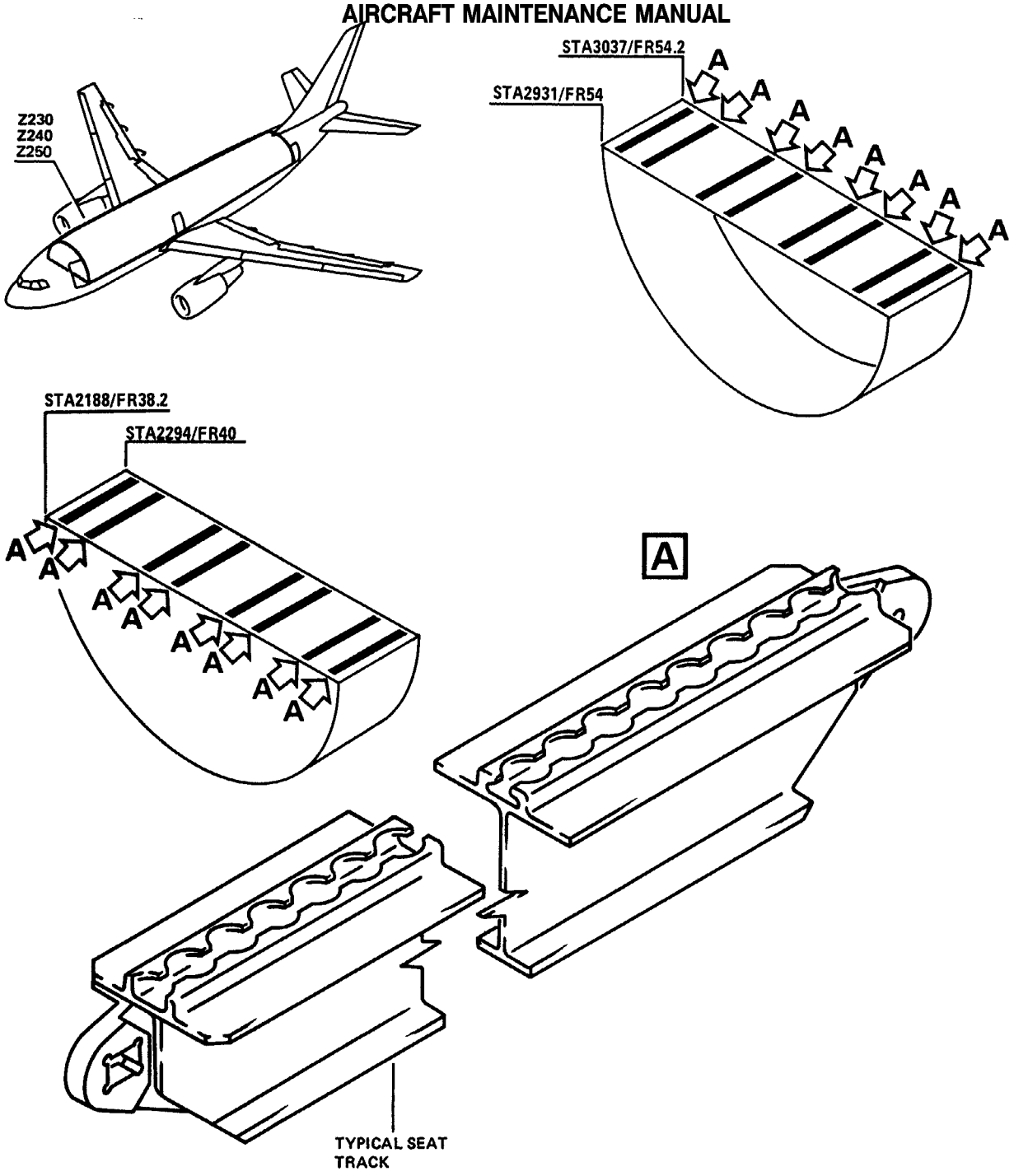
2 For the removal of corrosion refer to 51-74-10, P. Block 801.

3 For the repair of paint coatings refer to 51-75-10, P. Block 801.

(c)Inspect seat tracks for damage, cracks, loose or missing rivets, corrosion, condition of sealant and paint.

WARNING : SAGGING FLOOR CAN OBSTRUCT FLIGHT CONTROLS.

1 Pay special attention to forward and aft fittings of seat track adapters STA2188(FR38.2) thru STA2294(FR40) and STA2931(FR54) thru STA3037(FR54.2) (Ref. Fig. 601).



Seat Tracks
Figure 601

(3)Close-Up
(a)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(b)Check coating of moisture-removing oil (Mat. No. 05-027) for good condition and apply if necessary to lower surface of seat tracks between STA3885(FR72) and STA4362(FR80) (Ref. 51-75-10, P. Block 801).
(c)In passenger compartment, install the following:
1 Floor panels (53-10-23, P. Block 401 and 53-10-25, P. Block 401).
2 Lavatories (Ref. 25-40-00, P. Block 1)
3 Galley (Ref. 25-30-00, P. Block 1)
4 Floor covering (Ref. 25-28-00, P. Block 1 and 25-28-12, P. Block 401).
5 Ancillary equipment (Ref. 25-27-12, P. Block 401; 25-27-13, P. Block 401; 25-27-14, P. Block 401 and 25-27-17, P. Block 401).
6 Partitions (Ref. 25-26-00, P. Block 1).
7 Passenger and cabin attendant seats (Ref. 25-21-00, P. Block 401 and 25-21-61, P. Block 401).

CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE NOMINAL MATERIAL THICKNESS AS SPECIFIED IN SRM (STRUCTURAL REPAIR MANUAL).

NOTE : Should a defect be suspected during the following inspection/check, an approved nondestructive test must be carried out.
If a defect is subsequently proved to exist, a structural repair must be carried out, or the component must be replaced.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms, 2.30 to 3.60 m (7.50 to 11.80 ft.)
B. 98A53207606000	Panels - Floor, Fuselage Tail Section
C.	Ultrasonic Testing Instruments
D. Material No. 05-027	Special Materials (Ref. 20-31-00)
Referenced Procedures	
- 25-40-00, P. Block 1	Lavatories
- 51-73-10, P. Block 801	Repair of Minor Damage
- 51-74-10, P. Block 801	Removal of Corrosion
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 53-10-25, P. Block 401	Passenger Compartment Floor Panels
- 53-11-00, P. Block 601	Fuselage Section 11 (STA638 TO STA972/FR10)
- 53-12-00, P. Block 601	Fuselage Section 11 (STA972/FR10 TO STA1340/FR18)
- 53-15-00, P. Block 601	Fuselage Center Section (STA2241/2294 FR39/40 STA2931/FR54)
	Nondestructive Testing Manual (NTM)
	Structural Repair Manual (SRM)

2. Procedure

A. Job Set-Up
(1)Position access platforms as required.
(2)For inspection/check of forward pressure bulkhead on STA766(FR1) (Ref. 53-11-00, P. Block 601) and nose gear well STA1067(FR12) thru STA1315(FR17), (Ref. 53-12-00, P. Block 601).

(3)For inspection/check of vertical bulkheads, STA2241(FR39) and STA2931 (FR54) and horizontal bulkhead between STA2612(FR47) and STA2931(FR54), (Ref. 53-15-00, P. Block 601).

(4)For inspection/check of aft pressure bulkhead STA4362(FR80):
(a)In passenger compartment, remove the following:
1 Lavatories (Ref. 25-40-00, P. Block 1).
2 Heat and sound insulation from aft pressure bulkhead.
3 Floor panels in area of bulkhead (Ref. 53-10-25, P. Block 401).

(b)Open BULK cargo compartment door.
(c)Open aft cabin underfloor compartment access door 162AZ.
(d)Open access door 312AR.
(e)Install maintenance floor panels P/N 98A53207606000.

B. Inspection/Check
(1)Damage criteria for aft pressure bulkhead are as follows:
(a)For the damage limits for the aft pressure bulkhead refer to the SRM 53-10-00, P. Block 101.

(2)Inspect all areas for damage, cracks, loose or missing rivets, corrosion, condition of sealant and paint, particularly in the following areas:

(a)Pay special attention on aft pressure bulkhead STA4362(FR80) to the following:
1 Attachment angles between STGR7 and STGR18, LH and RH.

2 Bulkhead cutouts and fairleads for fluid pipes, control cables and cable harnesses.
3 Riveted joint and skin to outer four rows of rivets.
4 Drain hole at lowest point of STA4362(FR80) is not obstructed.
5 Sealant fillet around joint of bulkhead to fuselage.

C. Close-Up
(1)Make certain that all working areas are clean and clear of tools and miscellaneous items of equipment.
(2)Check coating of moisture-removing oil (Mat. No. 05-027) for good condition on structure of all pressure bulkheads and apply if necessary (Ref. 51-75-10, P. Block 801).

NOTE : All electrical, mechanical and hydraulic fairleads passing thru pressure bulkheads are not to be treated with a coating of moisture-removing oil (Mat. No. 05-027).

(3)After inspection/check of aft pressure bulkhead STA4362(FR80):
(a)Remove maintenance floor panels P/N 98A53207606000.
(b)Close access door 312AR.
(c)Close aft cabin underfloor compartment access door 162AZ.
(d)Close BULK cargo compartment door.
(e)In passenger compartment, install the following:
1 Floor panels (Ref. 53-10-25, P. Block 401) if removed.
2 Heat and sound insulation to aft pressure bulkhead.
3 Lavatories (Ref. 25-40-00, P. Block 1).

4 Remove access platforms.

SCUFF PLATES - REMOVAL/INSTALLATION

WARNING : SPECIAL PRECAUTIONS MUST BE FOLLOWED BEFORE CARRYING OUT MAINTENANCE ON/OR NEAR PASSENGER/CREW DOORS (REF. 52-10-00, P. BLOCK 301).

1. Reason for the Job

A. Removal and Installation of Scuff Plates
(1)Passenger/Crew Doors
(2)BULK cargo compartment door

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms 2.3 m to 5.2 m (7.5 to 14.7 ft.)
B. 98A52307557000	Valve-Vacuum, Scuff Plate
C.	Hot Air Blower
D.	Temperature Gage, up to 200° C (400° F)
E.	Vacuum Pump
F.	Nonmetallic Wedge
G.	Nonmetallic Scraper
H.	Roller
J.	Vacuum Foil (Flexible Plastic Foil)
R	0.15 mm (0.0059 in.)
K.	Porous Material (Felt)
L.	Abrasive Pad
M.	Scotch Brite
N.	Lint-Free Cloth
P.	Release Agent, MARBOCOTE TRE45 or Release Agent, QZ 5111
Q. Material No. 05-027	Special Materials (Ref. 20-31-00)
R. Material No. 05-040	Special Materials (Ref. 20-31-00)
S. Material No. 09-005	Sealants (Ref. 20-31-00)
T. Material No. 09-013	Sealants (Ref. 20-31-00)
U. Material No. 09-030	Sealants (Ref. 20-31-00)
V. Material No. 11-004	Cleaning Agents (Ref. 20-31-00)
W. Material No. 12-005	Stripper (Ref. 20-31-00)
X. Material No. 16-001	Structure Paints (Ref. 20-31-00)
Y. Material No. 16-002	Structure Paints (Ref. 20-31-00)
Z. Material No. 16-020	Structure Paints (Ref. 20-31-00)

Referenced Procedures

- 25-23-41, P. Block 401	Door Frame Lining
- 25-56-00, P. Block 1	BULK Cargo Compartment
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 52-10-00, P. Block 301	Passenger/Crew Doors - Special Precautions
- 52-10-31, P. Block 401	FWD, AFT Door Latch and Stop Fittings

- 53-10-23, P. Block 401 FWD Passenger Compartment Floor Panels
- 53-10-25, P. Block 401 Passenger Compartment Floor Panels
- 53-10-35, P. Block 401 Bulk Cargo Compartment Floor Panels
- 53-12-00, P. Block 601 Fuselage Nose Section (STA972/FR10 to STA1340/FR18)

R - SRM 51-40-20, P. Block 1 Fastener Installation and Removal

- 53-17-11, P. Block 601 Structure Complete
- 53-18-11, P. Block 601 Structure Complete

3. Procedures

A. Job Set-Up

(1)Position access platforms.

WARNING : SPECIAL PRECAUTIONS MUST BE FOLLOWED.

(2)Open passenger/crew doors (Ref. 52-10-00, P. Block 301).

(3)Safety emergency escape slide, emergency operation cylinder and door warning system (Ref. 52-10-00, P. Block 301).

(4)Remove girt bar fittings of relating passenger/crew doors (Ref. 52-10-31, P. Block 401).

(5)Remove corresponding door frame linings, if necessary (Ref. 25-23-41, P. Block 401).

(6)Remove appropriate floor panel (Ref. 53-10-23, P. Block 401 and 53-10-25, P. Block 401).

(7)Remove screws (1) and appropriate floor panel (2) (Ref. Fig. 401, 402).

** ON BULK CARGO COMPARTMENT DOOR

(8)Open BULK cargo compartment door.

(9)Remove sidewall panels, if necessary (Ref. 25-56-00, P. Block 1).

(10)Remove appropriate floor panel (Ref. 53-10-35, P. Block 401).

B. Removal

** ON SCUFF PLATES FWD PASSENGER/CREW DOORS

(Ref. Fig. 401)

(1)Remove screws (8) and clamping strip (7).

(2)Remove screws (4) and washers (3) from scuff plates (6, 5, 9).

** ON SCUFF PLATES AFT PASSENGER DOORS

(Ref. Fig. 402)

(1)Remove screws (8) and clamping strip (7).

(2)Remove screws (4) and washers (3) from scuff plates (10, 11, 12, 13).

R (3)Remove the attachment strip (14) with its fasteners (Ref. SRM 51-40-20,
R P. Block 1).
R NOTE : Remove only for NDT inspection (Ref. NTM 53-30-52,
R part 4 and part 6).

** ON SCUFF PLATE BULK CARGO COMPARTMENT DOOR

(Ref. Fig. 403)

(1)Remove screws (40) and washers (41) from scuff plate (42).

** ON SCUFF PLATES PASSENGER/CREW DOORS AND BULK CARGO COMPARTMENT DOOR

(Ref. Fig. 401, 402, 403)

(1)Remove all scuff plates by hot air procedures without damaging component and/or fuselage.

(a)Position temperature gage on/or near scuff plates.

NOTE : Temperature must not exceed 150 °C (302 °F) on scuff plates .

(b)Heat scuff plates locally area diameter approx. 100 mm (3.4 in), at one edge, using a hot air blower, to a temperature of 100 to 150 °C (212 to 302 °F).

(c)Carefully drive a nonmetallic wedge between fuselage skin and scuff plates.

(d)Repeat step (b) with adjacent heated areas until scuff plates are completely removed, without distortion.

** ON SCUFF PLATE PASSENGER/CREW DOORS AND BULK CARGO COMPARTMENT DOOR

C. Preparation for Installation

(Ref. Fig. 401, 402, 403)

(Ref. Fig. 406, 407, 408)

(1)Make certain that all sharp edges of scuff plate have been rounded.

(2)Remove residual sealant from fuselage skin with stripper (Mat. No. 12-005) and a nonmetallic scraper. Complete the cleaning with Scotch Brite.

(3)Clean and degrease contact surfaces of scuff plates using cleaning agent (Mat. No. 11-004) and abrasive pad.

(4)Make certain there are no gaps between edges of scuff plates and fuselage, rework if necessary.

(5)Inspect areas behind scuff plates for corrosion and damage (Ref. 53-12-00, P. Block 601, 53-17-11, P. Block 601 and 53-18-11, P. Block 601.

(6)Inspect scuff plates and clamping strips (7) for corrosion and damage.

(7)Repair paint coatings as required (Ref. 51-75-10, P. Block 801).

(8)Apply primer (Mat. No. 16-001) to contact surface of scuff plates

NOTE : Primer (Mat. No. 16-001) must be applied within 2 hours of degreasing contact surfaces.

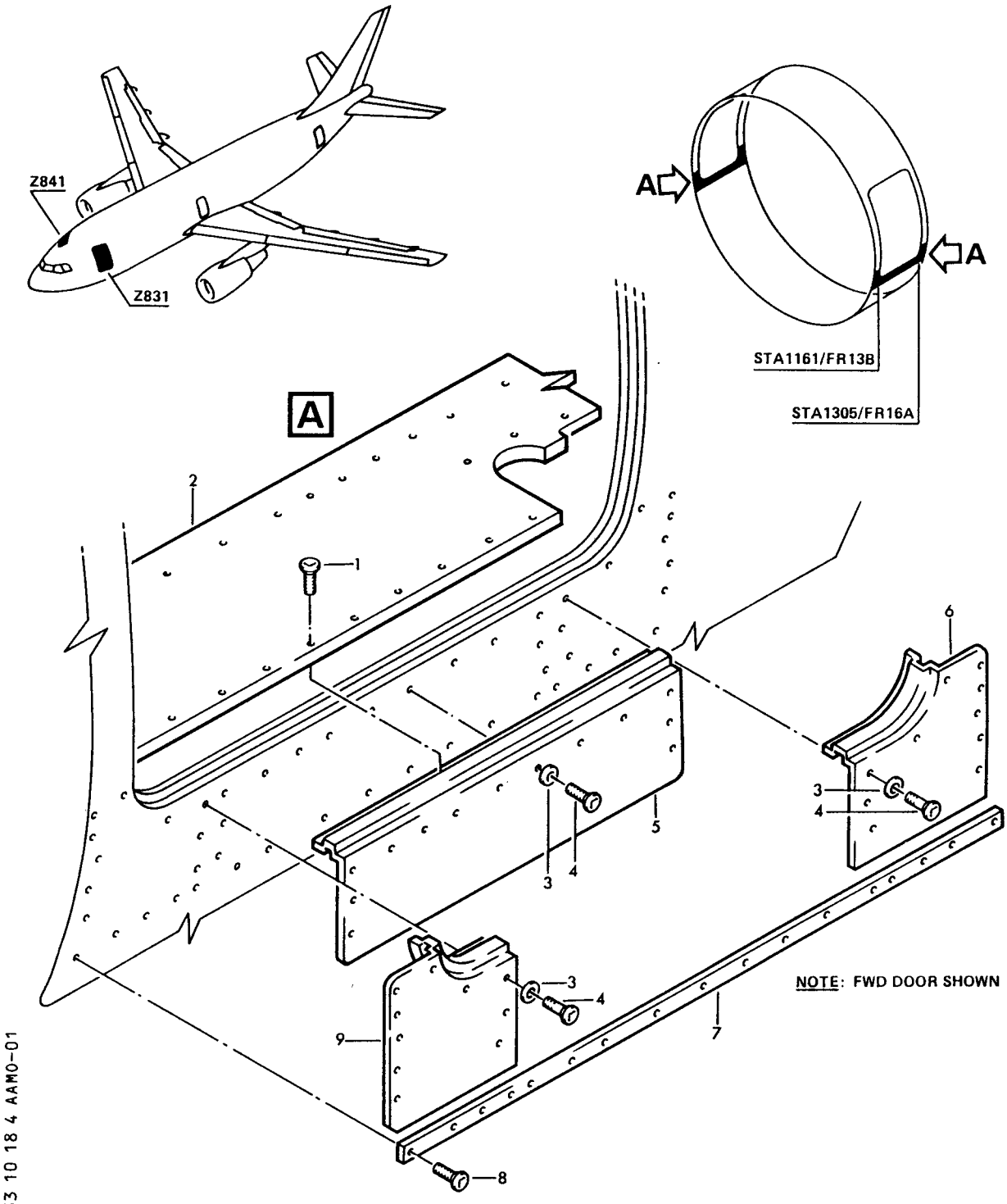
(9)Apply wash primer (Mat. No. 16-020), primer (Mat. No. 16-001) and top coat (Mat. No. 16-002) to area of fuselage covered by scuff plates.

NOTE : Apply an additional primer coat to edges of door cutouts. Primers must be applied within 2 hours of degreasing contact surfaces.

(10)Roughen the top coat with scotch brite on a 15mm (0.59in) wide area on the scuff plate section edge and in a radius of 20mm (0.78in) around each fastener to be installed.

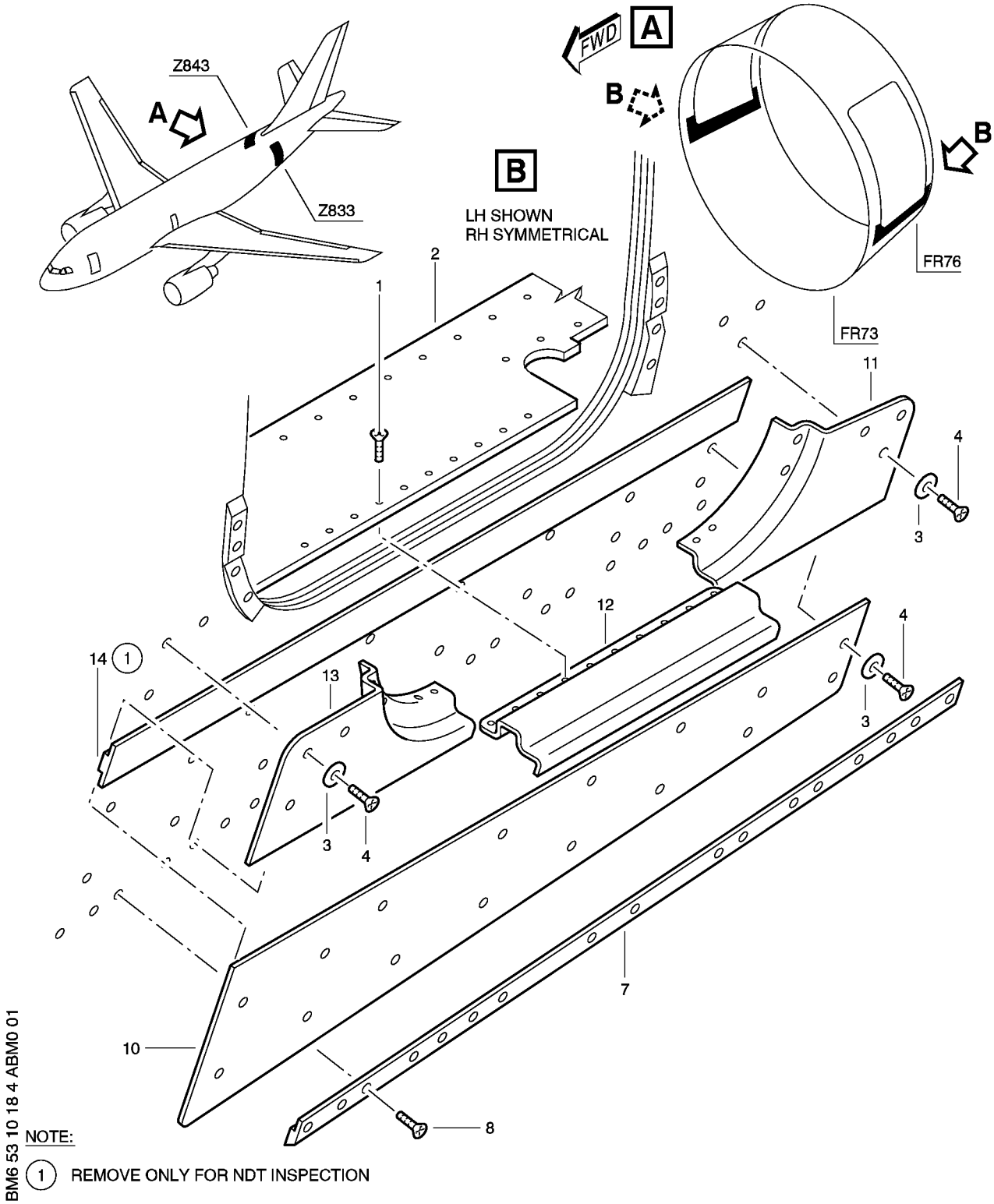
(11)Roughen the top coat with scotch brite of the installation area of the fuselage skin.

(12)Clean the scuff plate and fuselage installation area with cleaning agent (Mat. No. 11-004).



Scuff Plates Passenger/Crew Doors
Figure 401

R

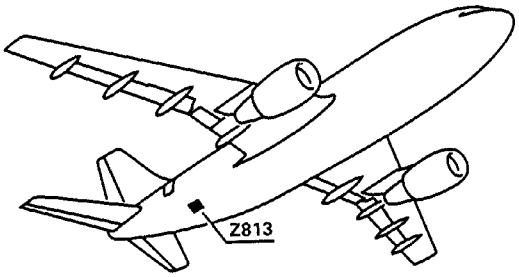


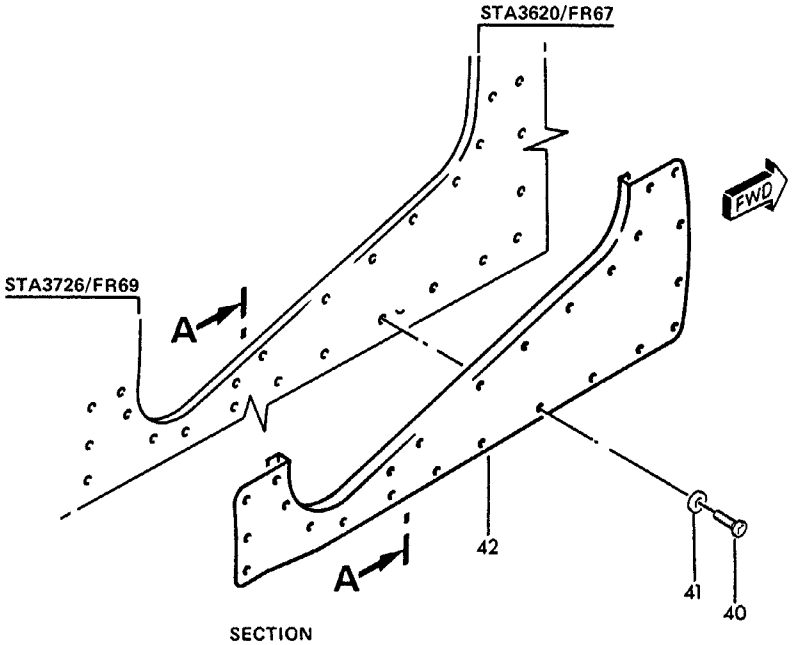
NOTE:

(1) REMOVE ONLY FOR NDT INSPECTION

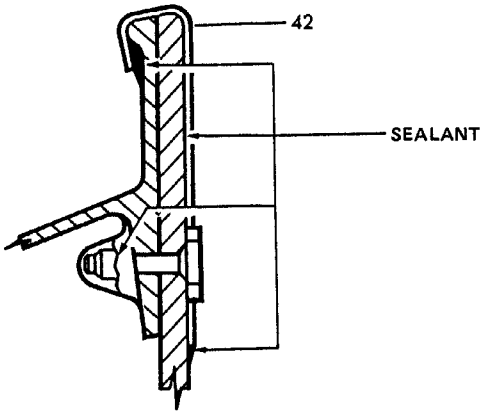
Scuff Plates Passenger/Crew Doors
Figure 402

R





SECTION
A-A



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Scuff Plate BULK Cargo Compartment Door
Figure 403

(13)Apply a 15mm (0.59in) wide adhesive masking tape on the scuff plate section edges and labels of masking tape in a diameter of 40mm (1.58in) on the scuff plate fastener holes.
(14)Apply release agent (MARBOCOTE TRE45 or QZ 5111) to the faying surface of the scuff plate.

NOTE : Correct application of release agent makes sure that scuff plates are not damaged during next removal procedure.

NOTE : Release agent QZ 5111 must be polished after curing time using a soft cloth.

(15)Remove masking tape and labels from the scuff plate.

CAUTION : REPLACE EXISTING SCREWS WITH ANODIZED TITANIUM SCREWS.

(16)Appy sealant (Mat. No. 09-013 or Mat. No. 09-005) to screws (4, 8, 40), washers (3, 41) and faying surface of the fuselage installation area of scuff plates.
(17)If necessary, apply sealant (Mat. No. 09-013 or Mat. No. 09-005) to the inside of the scuff plates.

D. Installation

** ON SCUFF PLATES FWD PASSENGER/CREW DOORS

(Ref. Fig. 401)
(1)Position scuff plates (6, 5, 9).
(2)Using a roller, squeeze out air trapped between scuff plate (6, 5, 9) and fuselage skin.
(3)Install washers (3) and screws (4).
(4)Remove excess sealant as necessary.

** ON SCUFF PLATES AFT PASSENGER DOORS

(Ref. Fig. 402)
(1)Position scuff plates (10, 11, 12, 13)
(2)Using a roller, squeeze out air trapped between scuff plate (10, 11, 12, 13) and fuselage skin.
(3)Install washers (3) and screws (4).
(4)Remove excess sealant as necessary.

** ON SCUFF PLATE BULK CARGO COMPARTMENT DOOR

(Ref. Fig. 403)
(1)Position scuff plate (42).
(2)Using a roller, squeeze out air trapped between scuff plate (42) and fuselage skin.
(3)Install washers (41) and screws (40).
(4)Remove excess sealant as necessary.

** ON SCUFF PLATES PASSENGER/CREW DOORS AND BULK CARGO COMPARTMENT DOOR

(Ref. Fig. 404, 405)

(1)Extract air from sealant joint as follows:

(a)Apply sealant (Mat. No. 09-030) approximately 30.0 mm (1.2 in.) from edges of scuff plates.

(b)Cover scuff plates with sheets of porous material (51) (e.g. felt) and secure with double sided adhesive tape (Mat. No. 05-040).

(c)Connect valve (52) P/N 98A52307557000 to vacuum foil (53).

(d)Cover scuff plates and sealant (50) (Mat. No. 09-030) with vacuum foil (53) by not less than 30.0 mm (1.2 in.).

(e)Make certain that vacuum foil (53) contacts sealant (50) (Mat. No. 09-030) around the installation area.

(f)Connect vacuum pump to valve (52).

CAUTION : MAKE CERTAIN THAT AIR IS NOT LEAKING INTO SCUFF PLATE AREA.

R (g)Extract air from scuff plate area by operating the vacuum pump until
R curing time of sealant.
R For curing time of the used sealant refer to manufacturer's
R instruction.

(h)Disconnect vacuum pump from valve (52).

(j)Remove vaccum foil (53), valve (52), double sided adhesive tape (Mat. No. 05-040), porous material (felt) (51), and sealant (50) (Mat. No. 09-030).

(k)Remove any excess sealant (Mat. No. 09-005) or (Mat. No. 09-013) and clean installation area using cleaning agent (Mat. No. 11-004).

(l)Install clamping strip (7) and screws (8).

(m)Cover all nuts, anchor nuts and thread ends of screws in scuff plate area with sealant (Mat. No. 09-005) or (Mat. No. 09-013).

(n)Apply sealant (Mat. No. 09-005) or (Mat. No. 09-013) to form a bead seal between interior edge of scuff plates and where scuff plates contact the thresholds.

E. Close-Up

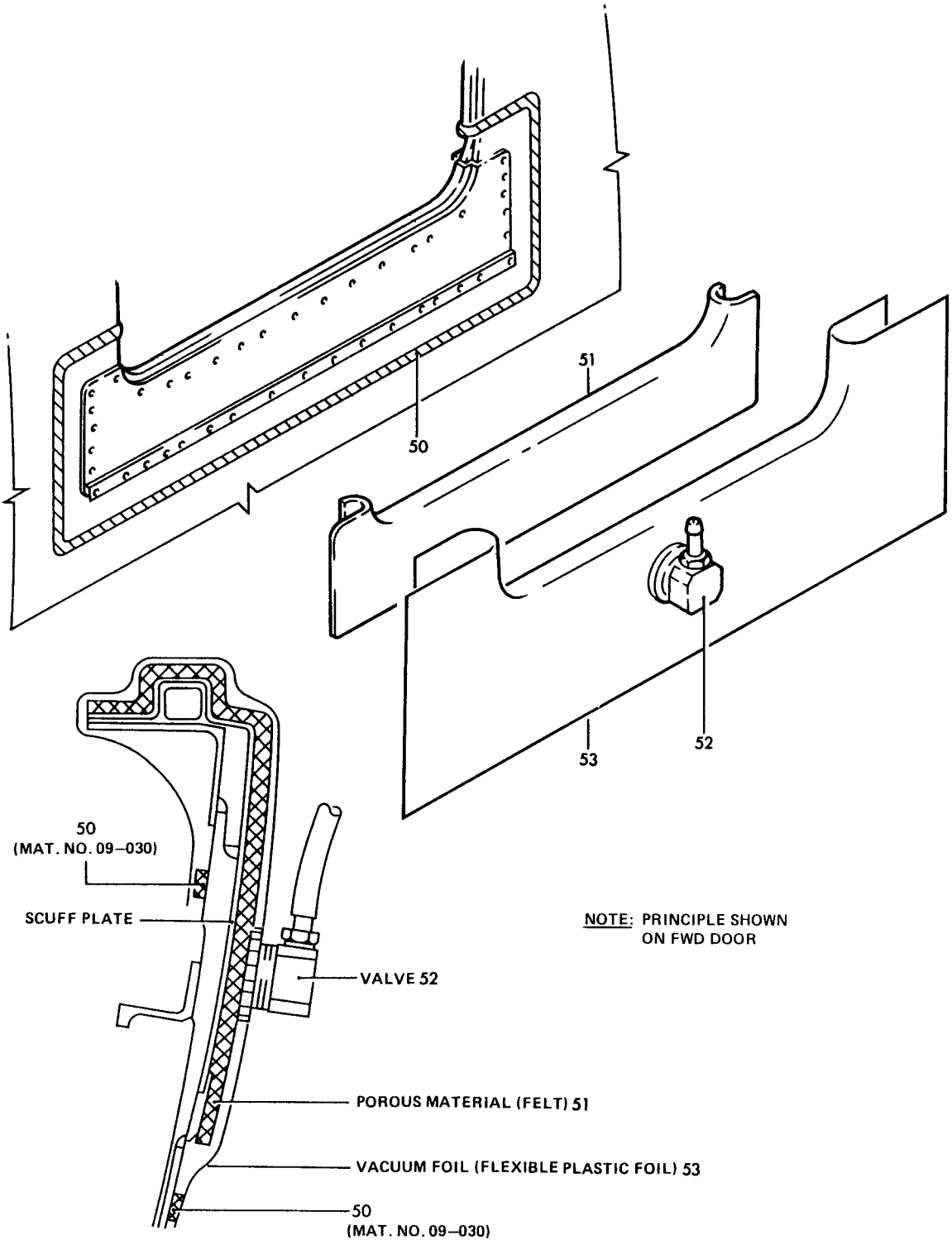
(1)Check coating of moisture-removing oil (Mat. No. 05-027) for good condition on internal fuselage structure and renew if necessary (Ref. 51-75-10, P. Block 801).

(2)Apply sealant (Mat. No. 09-013) to mating surface of floor-panels (2). (Ref. Fig. 401, 402)

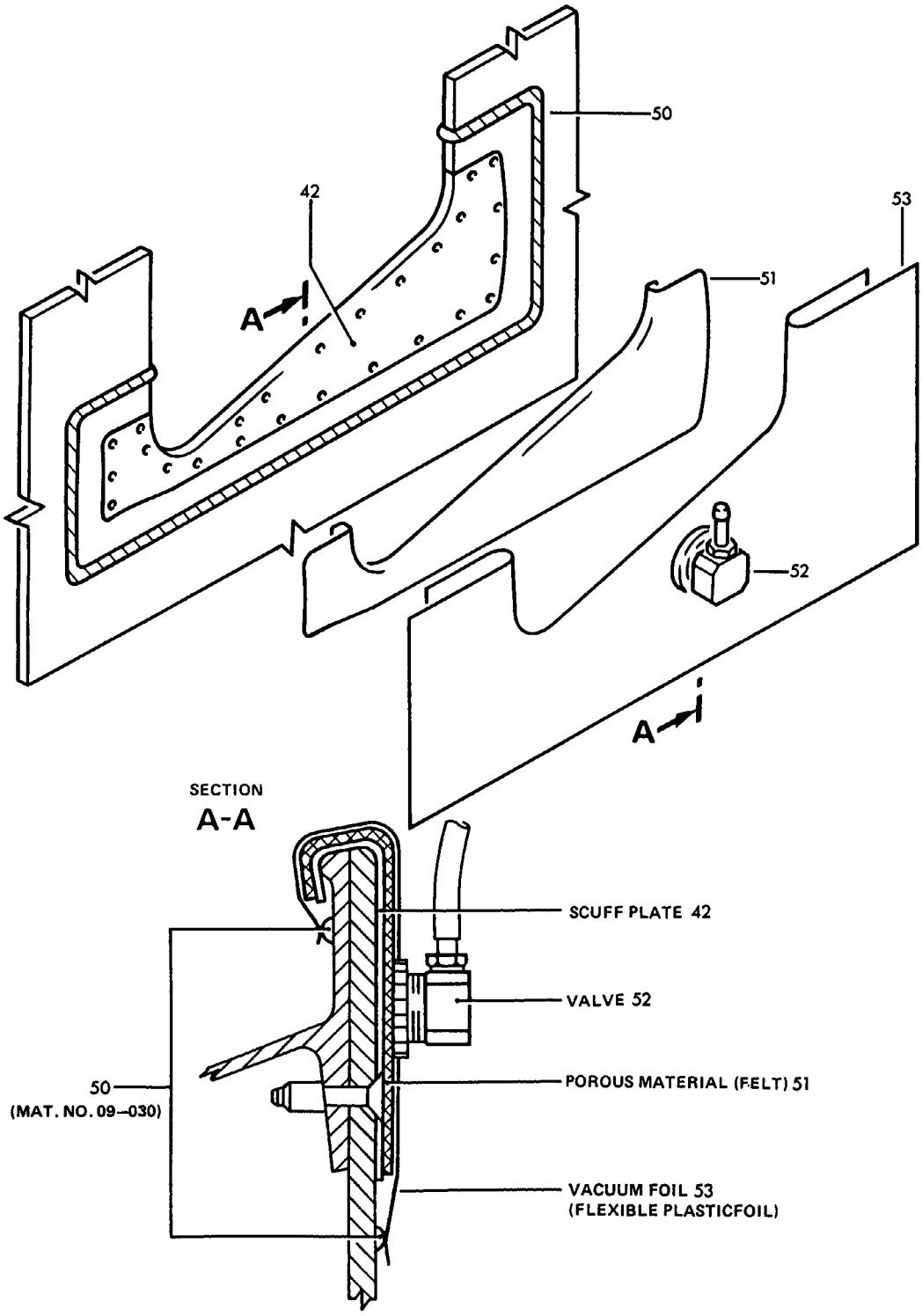
(3)Install floor panel (2) with screws (1) (Ref. 53-10-23, P. Block 401).

** ON ALL OTHER PASSENGER/CREW DOORS AND BULK CARGO COMPARTMENT DOOR

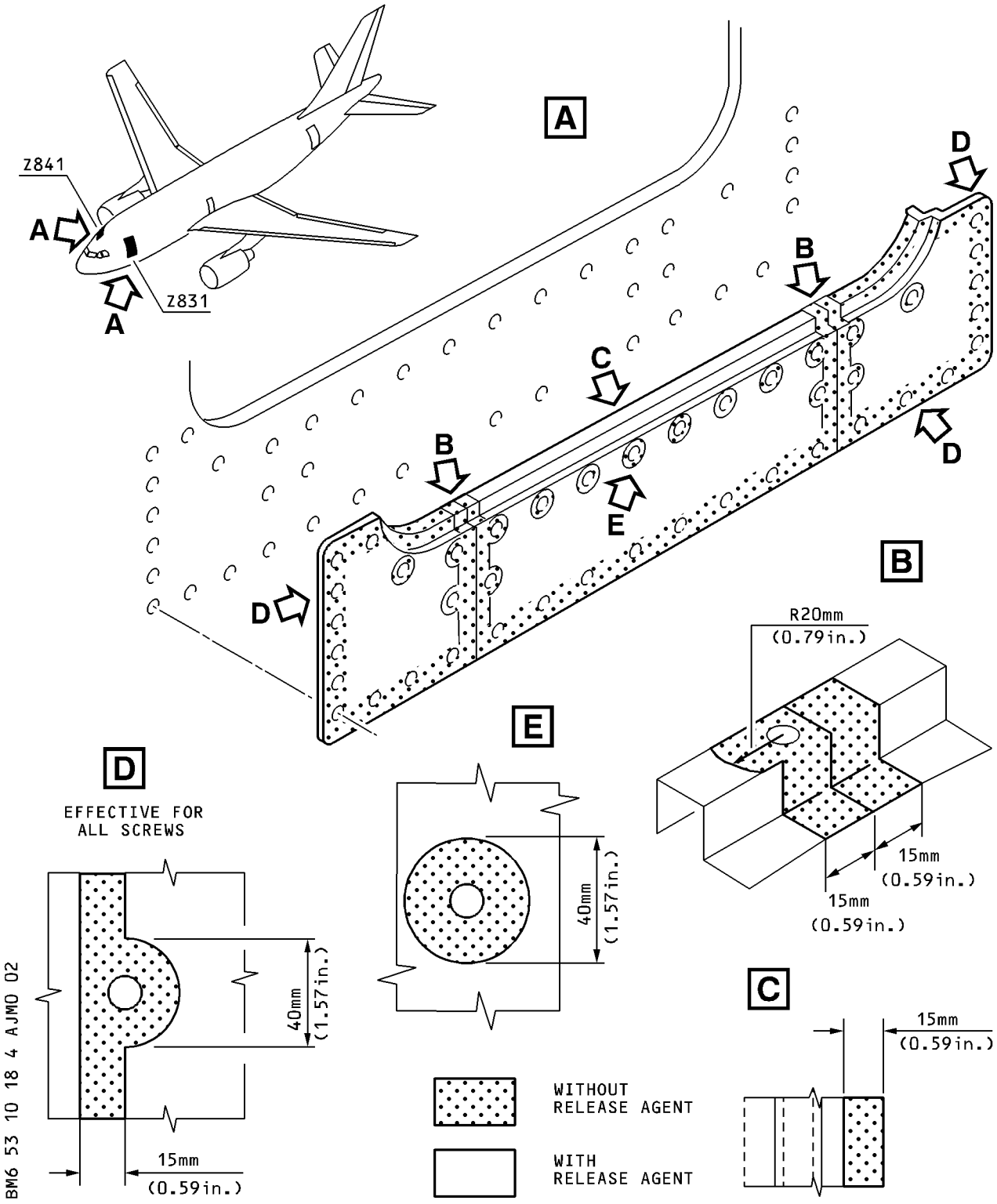
(4)Install appropriate floor panels (Ref. 53-10-23, P. Block 401, 53-10-25, P. Block 401 and 53-10-35, P. Block 401).



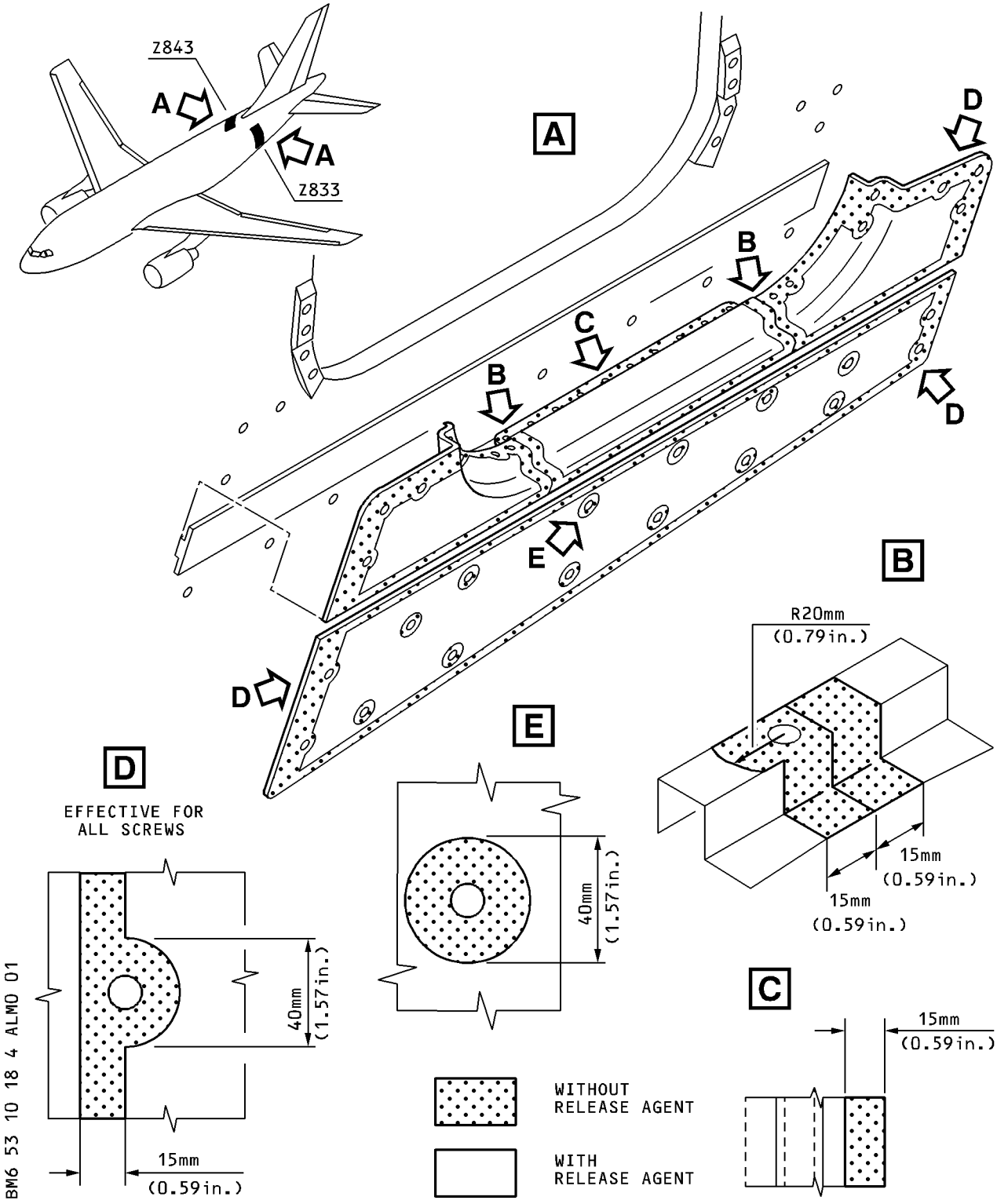
Evacuation of Scuff Plate
Passenger/Crew Doors
Figure 404



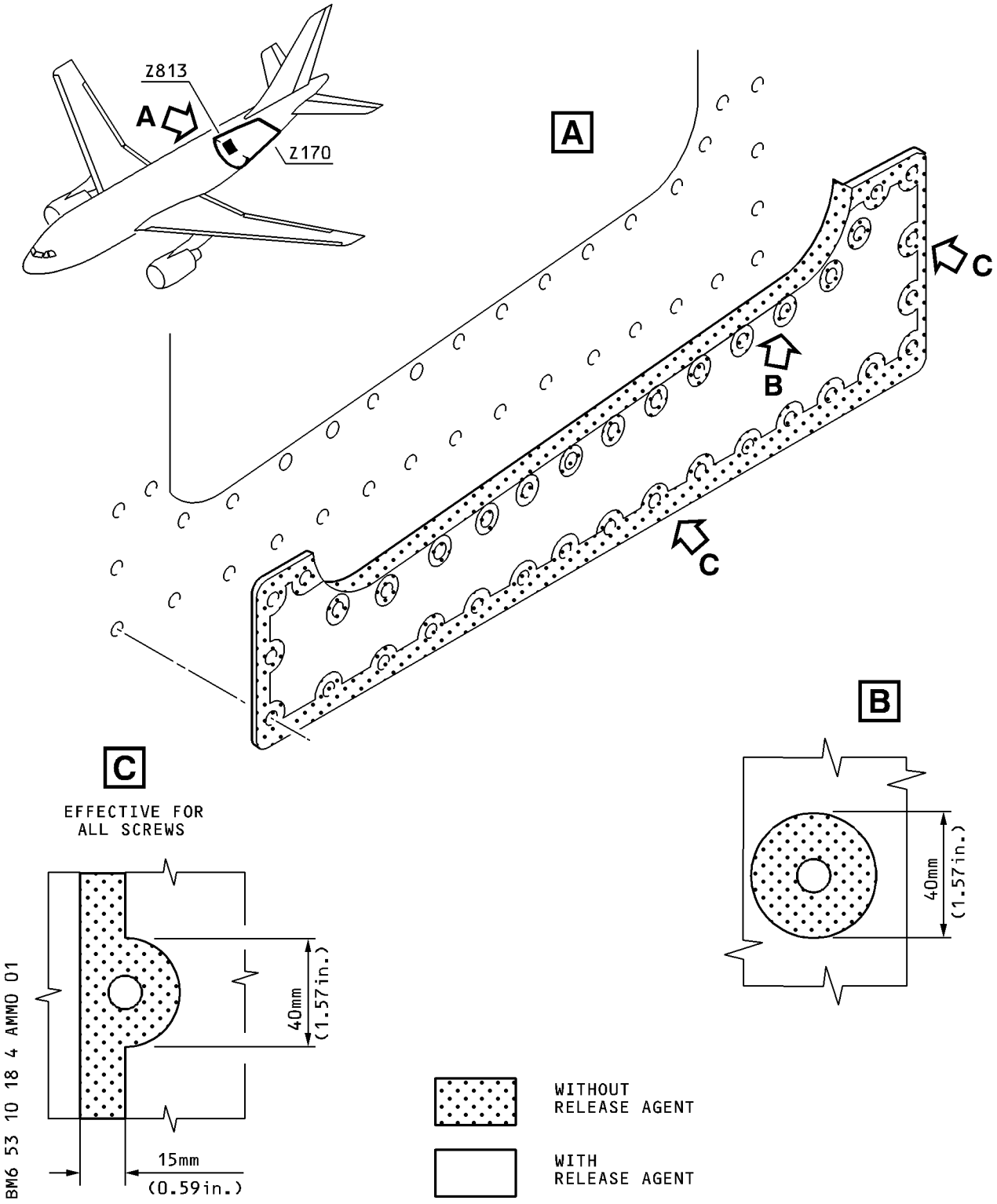
Evacuation of Scuff Plate
BULK Cargo Compartment Door
Figure 405



Preparation of Scuff Plate
FWD Passenger/Crew Doors
Figure 406



Preparation of Scuff Plate
AFT Passenger/Crew Doors
Figure 407



Preparation of Scuff Plate
BULK Cargo Compartment Door
Figure 408

** ON PASSENGER/CREW DOORS AND/OR BULK CARGO COMPARTMENT DOOR

(5)Install girt bar fittings for passenger/crew doors (Ref. 52-10-31, P. Block 401).
(6)Install corresponding door frame linings and insulation, if removed (Ref. 25-23-41, P. Block 401 and 25-56-00, P. Block 1).
(7)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
WARNING : SPECIAL PRECAUTIONS MUST BE FOLLOWED.
(8)Arm door damper and emergency operation cylinder and activate door warning system (Ref. 52-10-00, P. Block 301).
(9)Close passenger/crew doors and BULK cargo compartment door.
(10)Remove access platforms.

PRESSURE BULKHEAD - PROTECTIVE SHIELD (STA766/FR1) - REMOVAL/INSTALLATION

1. Reasons for the Job

A. Inspection of pressure bulkhead front face external structure.

B. Replacememt

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 4.5 m (14ft. 9in.)

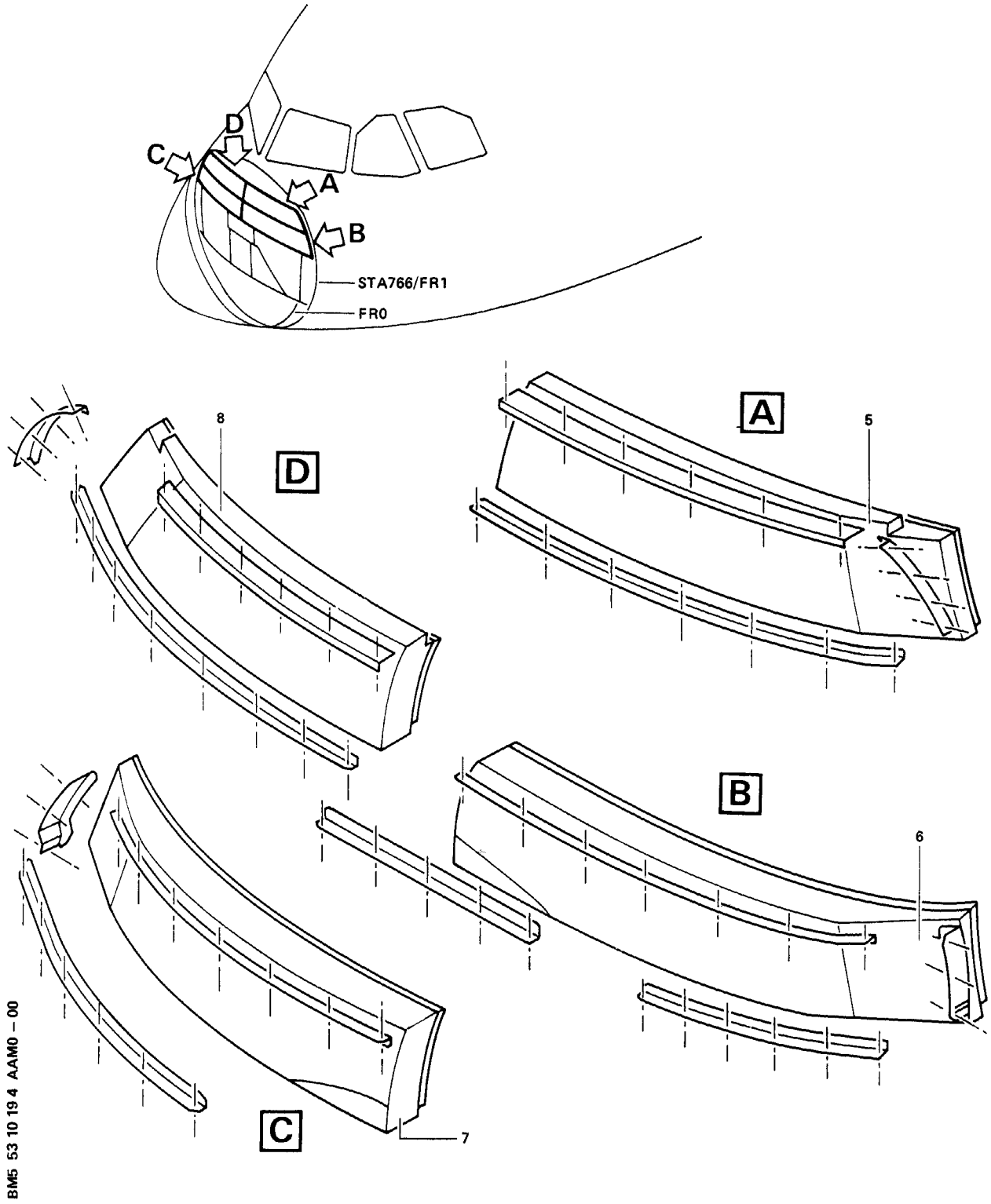
3. Procedure (Ref. Fig. 401, 402)

A. Job Set-Up
(1)Position access platform.
(2)Open radome and lock support struts.

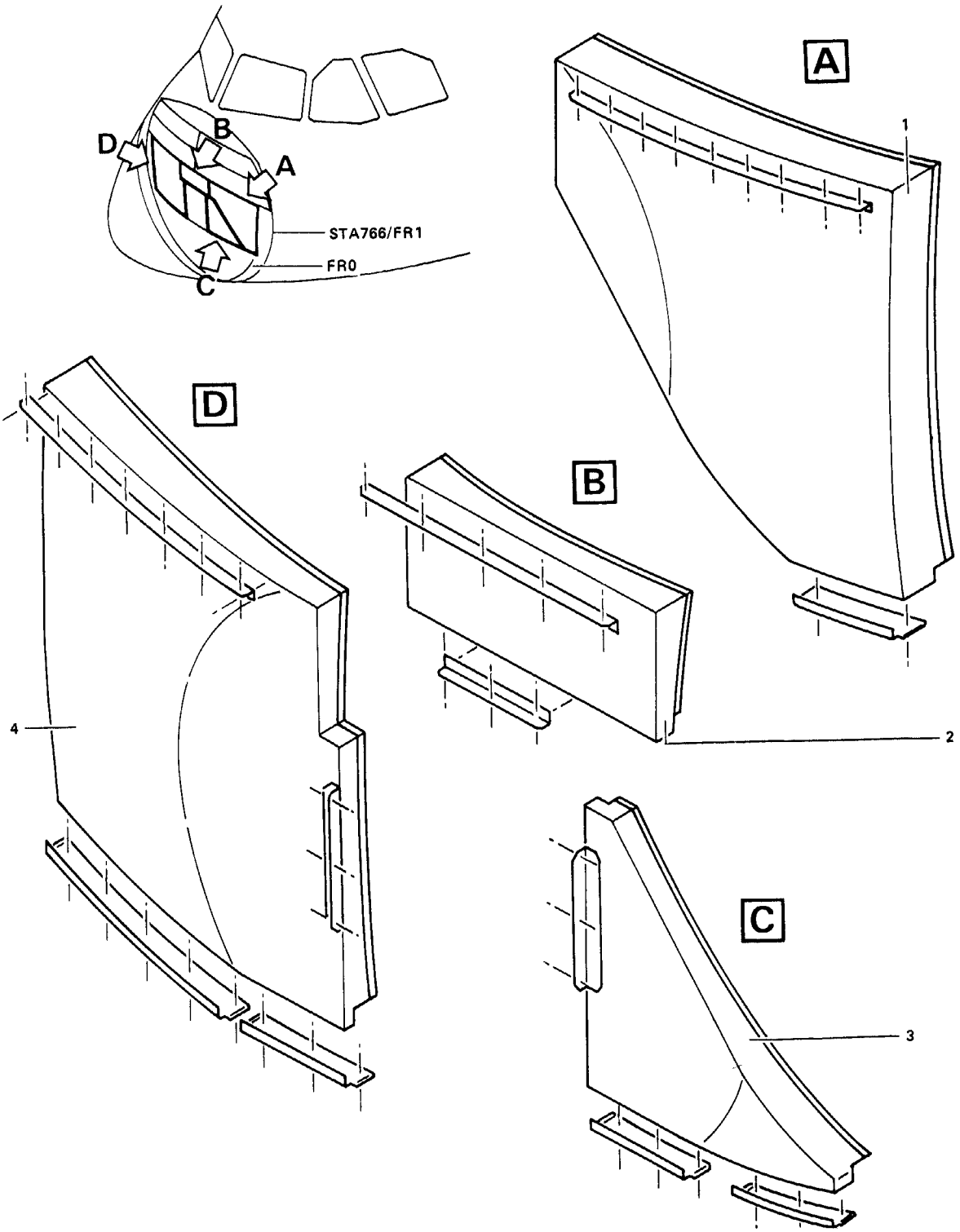
B. Removal
(1)Remove screws attaching side and lower angle brackets.
(2)Retain screws and washers for installation.
(3)Remove nuts securing horizontal angle brackets.
(4)Retain bolts, washers and nuts.
(5)Remove panels (1,2,3,4,5,6,7 and 8).

C. Installation
(1)Check replacement component for correct condition.
(2)Install panels (1,2,3,4,5,6,7 and 8).
(3)Position side and lower angle brackets.
(4)Install screws and washers.
(5)Position horizontal angle brackets.
(6)Install bolts, washers and nuts.
(7)Fully tighten all screws and nuts.

D. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipmemt.
(2)Close radome.
(3)Remove access platform.



Protective Shield Installation
Figure 401



Upper Protective Shield Installation
Figure 402

FLOOR PANELS - DESCRIPTION AND OPERATION

1. General

A. The floor panels cover the floor structure, and are of the sandwich type, bonded between either prepreg or aluminum sheets.

2. Component Location

FIN	FUNCTIONAL DESIGNATION	PANEL	ZONE	ACCESS DOOR	ATA REF.
	PANELS-FLOOR, FWD PASSENGER COMPARTMENT		220	831	53-10-23
			230	841	
	PANELS-FLOOR, PASSENGER COMPARTMENT		240	833	53-10-25
			250	843	
			260		
	PANELS-FLOOR, AVIONICS COMPARTMENT		120	811	53-10-27
				131AZ	53-12-27
				132AZ	
	PANELS-FLOOR, FWD CARGO COMPARTMENT		130	811	53-10-29
	PANELS-FLOOR, AFT CARGO COMPARTMENT		150	812	53-10-33
	PANELS-FLOOR, BULK CARGO COMPARTMENT		160	813	53-10-35
	PANELS-CATWALK, AFT SECTION		170	813	53-10-37
			310	162AZ	
				312AR	
	PANELS-FLOOR, AIR CONDITIONING COMPARTMENT		140	734	53-15-31
				744	
				147BZ	

3. Description

A. In all compartments the floor panels are of identical composition secured by screws to the structure.

B. In areas of galleys, lavatories and doors, the joints between floor panels are sealed with sealing compound and aluminum tape.

C. The top surfaces of the floor panels in the BULK cargo compartment are of ribbed aluminum sheet for higher load carrying requirements and to form an anti-slip surface.

D. For certain A/C versions special floor panels are provided. These panels have special cutouts to attach equipment to the structure or to gain access for maintenance purposes.

R CAUTION : TO PREVENT FUTHER DEGRATION, MAKE CERTAIN THAT PAINT COATING OF
R COMPOSITE STRUCTURE IS RESTORED IF DAMAGED (REF. 51-75-10,
R P. BLOCK 801).
R NOTE : Allowable damage is defined as minor damage which does not affect the
R structural properties or the function of the component.
R It is not necessary to do a structural repair when the damage is
R within the allowable damage limits. All cracks, crushed core and impact
R damage must be repaird during the next maintenance event. The parameters
R for the allowable damage on floor panel are given in the SRM Chapter
R 53-10-20, P. Block 101.

R 1. Reason for the Job

R A. Inspection of Floor Panels in the Passenger Compartment.

R B. Inspection of Floor Panels in the FWD and AFT Cargo Compartment.

R C. Inspection of Floor Panels in the Bulk Cargo Compartment.

R 2. Equipment and Material

ITEM	DESIGNATION
A.	Access Platform, 2.30 to 4.50 m (7.5 to 15.0 ft.)

Referenced Procedures

25-21-00, P. Block 401	Passenger Compartment/Seats
25-27-17, P. Block 401	Doghouse
25-28-11, P. Block 401	Carpet - Floor Covering
25-28-12, P. Block 401	PVC/GRP - Floor Covering
51-75-10, P. Block 801	Pepair of Paint Coatings
51-76-10, P. Block 801	Repair of Sealing
52-10-00, P. Block 301	Passenger/Crew doors
52-30-00, P. Block 301	Cargo Doors
52-34-00, P. Block 301	Bulk Cargo Doors
53-10-20, P. Block 101 (SRM)	Floor Panels - Allowable Damage
53-10-20, P. Block 201 (SRM)	Floor Panels - Repairs
53-10-23, P. Block 401	FWD Passenger compartment Floor Panels
53-10-25, P. Block 401	MID and AFT Passenger Compartment Floor Panels
53-10-29, P. Block 401	FWD Cargo Compartment Floor Panel
53-10-33, P. Block 401	AFT Cargo Compartment Floor Panels
53-10-35, P. Block 401	Bulk Cargo Compartment Floor Panels

R 3. Procedure

R A. Job Set-up
R (1)Position the access platform.
R (2)Open the passenger/crew doors (Ref. 52-10-00, P. Block 301).

R (3)Open the FWD and AFT cargo doors (Ref. 52-30-00, P. Block 301).
R (4)Open the bulk cargo door (Ref. 52-34-00, P. Block 301).

R B. Inspection of Floor Panels
R (1)Inspection of floor panels in the passenger compartment.
R (a)Walk slowly over the carpet to load the floor panels with your body weight (approx. 80 Kg) step by step.
R (b)Mark the area on the floor with masking tape when you notice that the floor panel does not properly support your weight.
R (c)Lift up the carpet (Ref. 25-28-11, P. Block 401) or PVC/GRP floor coivering (Ref. 25-28-12, P. Block 401) and inspect the damage area for :
R - Cracks
R - Impact damage
R - Crushed core
R - Dents
R - Delamination and debonding.
R (d)If any damage is found, compare the damage to the floor panels with the allowable damage limits given in the SRM Chapter 53-10-20, P. Block 101.
R (e)If damage does not exceed the allowable damage limits, repair the floor panels at the next maintenance event.
R (f)Repair the floor panels (Refer to SRM Chapter 53-10-20, P. Block 201) or replace the floor panels (Ref. 53-10-23, P. Block 401 or 53-10-25, P. Block 401), if the stated limits are exceeded.
R (g)Remove passenger seats (Ref. 25-21-00, P. Block 401) or doghouses (Ref. 25-27-17, P. Block 401) if necessary.
R (2)Inspection of floor panels of the FWD and AFT cargo compartment.
R (a)Do a visible inspection of the floor panels for:
R - Scratches
R - Cracks
R - Impact damage
R - Crushed core
R - Dents
R - Delamination and debonding.
R (b)If any damage is found, compare the damage to floor panels with the allowable damage limits given in the SRM Chapter 53-10-20, P. Block 101.
R (c)If damage does not exceed the allowable damage limits, repair the floor panels at the next maintenance event.
R (d)Should stated limits be exceeded, the floors panel must be replaced immediately (Ref. 53-10-29, P. Block 401 and 53-10-33, P. Block 401).
R (e)Inspect the sealant for good condition and repair if necessary (Ref. 51-76-10, P. Block 801).
R (3)Inspection of the floor panels in the bulk cargo compartment
R (a)Do a visible inspection of the floor panels for:
R - Cracks
R - Impact damage
R - Crushed core
R - Dents
R - Delaminstion and debonding

R - Damage of the aluminum edge protection tapes
R - Damage of the aluminum cover plates
R (b)If any damage is found, compare the damage on floor panels with the allowable damage limits given in the SRM Chapter 53-10-20, P. Block 101.
R (c)If damage does not exceed the allowable damage limits, repair the floor panels at the next maintenace event
R (d)Should stated limits be exceeded, the floors panel must be replaced immediately (Ref. 53-10-35, P. Block 401).
R (e)Inspect the sealant for good condition and repair if necessary (Ref. 51-76-10, P. Block 801).

R C. Close-Up
R (1)Return the aircraft in pre-flight condition.
R (2)Close the passenger/crew door (Ref. 52-10-00, P. Block 301).
R (3)Close the FWD and AFT cargo door (Ref. 52-30-00, P. Block 301).
R (4)Close the Bulk cargo door (Ref. 52-34-00, P. Block 301).
R (5)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
R (6)Remove access platform.

R 1. For Floorpanel Repairs refer to the relevant Topics of the Structural
R Repair Manual (SRM).

FLIGHT COMPARTMENT FLOOR PANELS - SPECIAL PRECAUTIONS

1. General

This topic covers the following procedures:

A. Maintenance operation procedure which must be carried out before any maintenance operations on the floor panel.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 4.6 m to 5.2 m (15 to 17 ft.)

2. Maintenance Operation Procedure

A. Before the flight compartment door is closed, obey the following precaution

CAUTION : DO NOT CLOSE THE FLIGHT COMPARTMENT DOOR WHEN THE AVIONICS ACCESS DOOR IS OPEN.

B. Special precautions before the flight compartment door is closed

(1)Make sure that the avionics access door (211PZ) is closed.

(2)Close the flight compartment door

FLIGHT COMPARTMENT FLOOR PANELS - REMOVAL/INSTALLATION

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 4.5 m (14 ft. 9 in.)
B. Material No. 11-003	Cleaning Agents (Ref. 20-31-00)
C.	Adhesive Tape
Referenced Procedures	
- 25-11-11, P. Block 401	Captain Seat
- 25-11-12, P. Block 401	First Officer Seat
- 25-11-13, P. Block 401	Third Occupant Seat
- 25-13-41, P. Block 401	Furnishings
- 25-15-11, P. Block 401	Captain and First Officer Feet Heating Panels
R - 52-51-11, P. Block 401	Flight compartment door

2. Procedure

(Ref. Fig. 401)

A. Job Set-Up

(1)Position access platform for access to forward passenger/crew door.
(2)Remove Captain's seat (Ref. 25-11-11, P. Block 401).
(3)Remove First Officer's seat (Ref. 25-11-12, P. Block 401).
(4)Remove Third Occupant's seat (Ref. 25-11-13, P. Block 401).
(5)Remove floor panel carpets (Ref. 25-13-41, P. Block 401).
(6)Remove feet heating panels (Ref. 25-15-11, P. Block 401).
R (7)Remove cockpit door posts and door floor structure
R (Ref. 52-51-11, P. Block 401).

B. Removal

(1)Remove attaching screws (1) from floor panels.
(2)Identify screws (1) and keep them in a bag.
(3)Remove washers (3) (Ref. Section C-C).
(4)Remove attaching screws from access door (211PZ).
(5)Remove defective floor panels.
(6)Remove defective access door.

NOTE : The removal/installation of floor panels requiring the removal of:
- left or right consoles
- the lateral panel
- or instrument panels

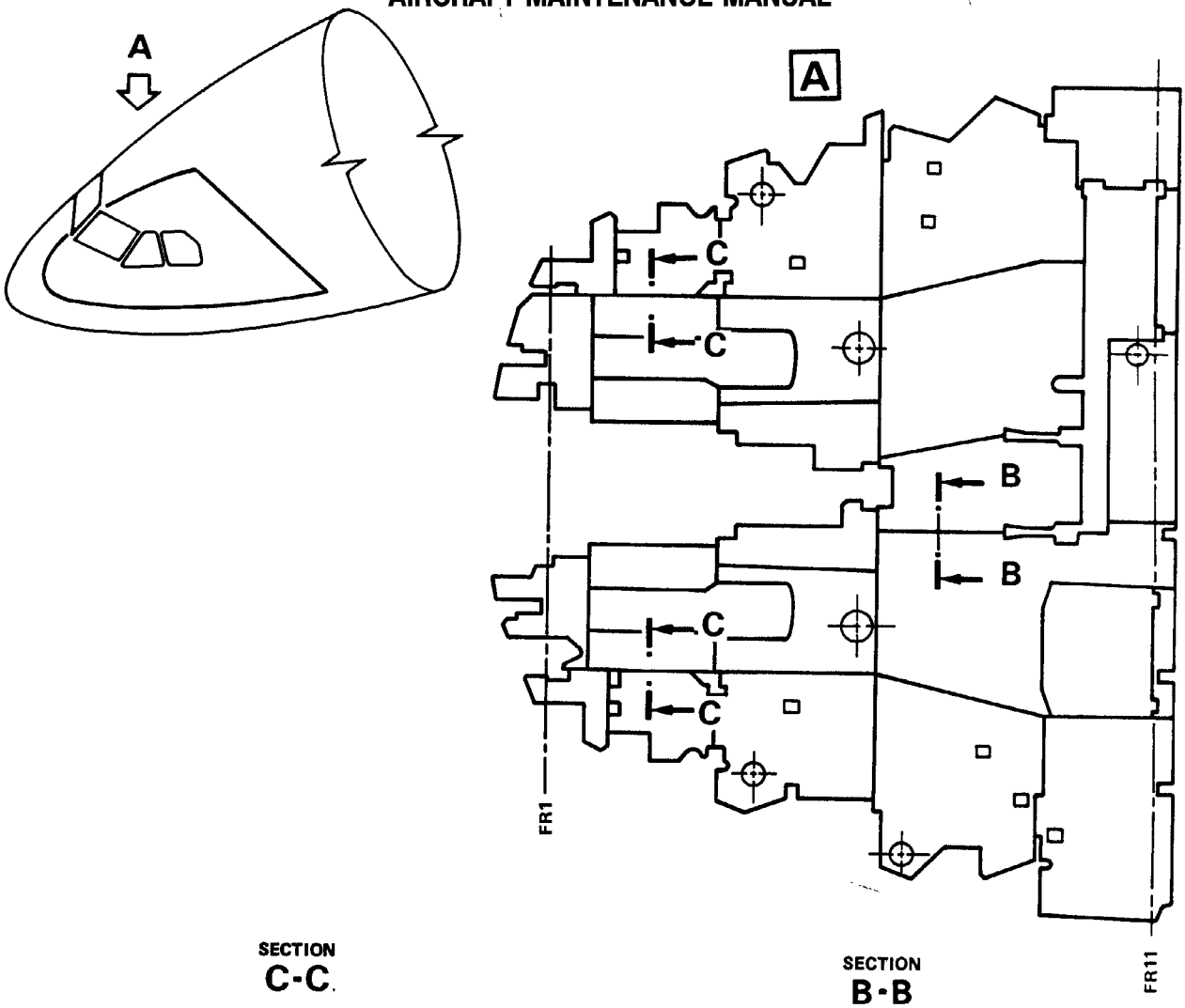
is not covered in this section.

(7)Remove rubber adhesive tapes (2) and remove the remaining adhesive material with cleaning agent, Material No.11-003.

C. Preparation of Replacement Component

(1)Make certain that replacement floor panel(s) or access door are in correct condition.

D. Installation



NOTE : G1 = GAP 2mm ± 1 (0.078in. ± 0.039)

Flight Compartment Floor Panels and Clearances at Installation of Floor Panels
Figure 401

R

(1)Install new adhesive tapes.
(2)Position replacement access door or floor panels.
(3)Install washers (3) (Ref. Section C-C).
(4)Install screws (1) and access door 211PZ attachment screws.
NOTE : For panel installation, screws must go through new adhesive tapes.
(5)Check that clearance is correct.
(Ref. Fig. 401)

E. Close-Up

R (1)Install cockpit door posts and door floor structure
R (Ref. 52-51-11, P. Block 401).
(2)Install feet heating panels (Ref. 25-15-11, P. Block 401).
(3)Install floor panel carpets (Ref. 25-13-41, P. Block 401).
(4)Install Captain's seat (Ref. 25-11-11, P. Block 401).
(5)Install First Officer's seat (Ref. 25-11-12, P. Block 401).
(6)Install Third Occupant's seat (Ref. 25-11-13, P. Block 401).
(7)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(8)Remove access platform.

FLIGHT COMPARTMENT FLOOR PANELS - INSPECTION/CHECK

CAUTION : TO PREVENT FURTHER DEGRADATION, MAKE CERTAIN THAT PAINT COATING OF COMPOSITE STRUCTURE IS RESTORED IF DAMAGED (REF. 51-75-10, P. BLOCK 801).

NOTE : Allowable damage is defined as minor damage which does not affect the structural property or the function of the component.
It is not necessary to make a structural repair when damage is within allowable damage limits. All cracks, crushed core and impact damage must be repaired during the next check. The parameters for allowable damage on floor panels given in the 'Types, Definitions and Limits of Damage' (Ref. SRM, 51-77-00, P. Block 101).

1. Reason for the Job

A. Inspection of Installed Floor Panels.

B. Inspection of Removed Floor Panels.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms, 2.30 to 4.50 m (7.5 to 15.0 ft.)
Referenced Procedures	
- 25-11-11, P. Block 401	Captain Seat
- 25-11-12, P. Block 401	First Officer Seat
- 25-11-13, P. Block 401	Third Occupant Seat
- 25-13-41, P. Block 401	Furnishings
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 51-77-00, P. Block 101 (SRM)	Composite Materials - Allowable Damage
- 51-77-10, P. Block 801	Repair of Composite Components
- 51-77-11, P. Block 201 (SRM)	Composite Repairs - Skin Damage
- 51-77-12, P. Block 201 (SRM)	Composite Repairs - Sandwich Structure
- 53-10-20, P. Block 801	Floor Panels - Approved Repairs

3. Procedure

A. Job Set-Up
(1)Position access platforms.
(2)Open passenger/crew doors,as required (Ref. 52-10-00, P. Block 301).
(3)Open emergency exit doors, as required (Ref. 52-23-00, P. Block 301).
(4)In flight compartment, remove the following, as required :
(a)Remove Captain's seat (Ref. 25-11-11, P. Block 401).
(b)Remove First Officer's seat (Ref. 25-11-12, P. Block 401).
(c)Remove Third Occupant's seat (Ref. 25-11-13, P. Block 401).
(d)Remove floor panel carpets (Ref. 25-13-41, P. Block 401).

B. Inspection of Panels (Installed)

(Ref. SRM, 51-77-00, P. Block 101)
(1)Inspect floor panels for :
(a)Scratches
(b)Cracks
(c)Impact damages
(d)Crushed core
(e)Dents
(f)Delaminations and debondings.
(2)If damage does not exceed the allowable damage limits, repair floor panels at the next check (Ref. SRM, 51-77-11, 51-77-12, P. Block 201).
(3)Should stated limits be exceeded, floor panels must be renewed immediately.
(4)Check floor panels for security of attachment.

C. Inspection of Panels (Removed)
(Ref. SRM, 51-77-00, P. Block 101)
(1)Remove floor panels, as required (Ref. 53-10-21, P. Block 401).
(2)Carry out inspection as described (Ref. para.B. (1)(a) thru (f)).
(3)Repair floor panel, as necessary (Ref. SRM, 51-77-11, 51-77-12, P. Block 201).
(4)Install floor panels (Ref. 53-10-21, P. Block 401).
NOTE : Check condition of sealing strips on seat tracks and adhesive strips on cross beams before installing floor panels and renew, as necessary.
(5)For repair of paint coatings refer to 51-75-10, P. Block 801.
(6)For repair of sealing refer to 51-76-10, P. Block 801.
(7)Inspect panels for security of attachment, damage and in particular paint damage and sealing.
(8)Inspect non-slip surface on floor panels for good condition and repair as required (Ref. 51-77-10, P. Block 801).
(9)Pay special attention to floor panel sealing.

D. Close-Up
(1)In flight compartment, install the following, as required :
(a)Install floor panel carpets (Ref. 25-13-41, P. Block 401).
(b)Install Captain's seat (Ref. 25-11-11, P. Block 401).
(c)Install First Officer's seat (Ref. 25-11-12, P. Block 401).
(d)Install Third Occupant's seat (Ref. 25-11-13, P. Block 401).
(2)Close passenger/crew doors, if opened (Ref. 52-10-00, P. Block 301).
(3)Close emergency exit doors, if opened (Ref. 52-23-00, P. Block 301).
(4)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(5)Remove access platform.

FWD PASSENGER COMPARTMENT FLOOR PANELS - REMOVAL/INSTALLATION

1. Reasons for the Job

A. Replacement of damaged floor panels.

B. Access to structure below floor panels.

C. Replacement of damaged seat tracks.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 4.6 m (15 ft.)
B. Material No. 05-027	Special Materials (Ref. 20-31-00)
C. Material No. 05-066	Special Materials (Ref. 20-31-00)
D. Material No. 08-052	Bonding and Adhesive Compounds (Ref. 20-31-00)
or	
E. Material No. 08-061	Bonding and Adhesive Compounds (Ref. 20-31-00)
F. Material No. 09-016	Sealants (Ref. 20-31-00)
G. Material No. 11-003	Cleaning Agents (Ref. 20-31-00)
H. Material No. 11-004	Cleaning Agents (Ref. 20-31-00)
J. Material No. 15-005	Storage Preservation (Ref. 20-31-00)
K. Material No. 16-001	Structure Paints (Ref. 20-31-00)
L. Material No. 16-002	Structure Paints (Ref. 20-31-00)
M. Material No. 16-020	Structure Paints (Ref. 20-31-00)
N. Material No. 19-002	Miscellaneous (Ref. 20-31-00)
P. A53274149LPZV50 (DAN328AS25)	Rubber Strip
Q.	Tape adhesive fabric double sided adherence NSA 5314-25
R.	Clip Nut ABS0748
R S.	Torque Wrench, up to 1 m.daN (7.37 1bf.ft.)
Referenced Procedures	
- 25-21-11, P. Block 401	Passenger Triple Seat
- 25-21-21, P. Block 401	Passenger Double Seat
- 25-21-31, P. Block 401	Passenger Single Seat
- 25-21-41, P. Block 401	Cabin Attendant Single Folding Seat
- 25-28-11, P. Block 401	Carpet Floor Covering
- 25-28-12, P. Block 401	Nontextile Floor Covering
- 25-30-00, P. Block 1	Buffet and Galley
- 25-40-00, P. Block 1	Lavatories
	Structural Repair Manual (SRM)

3. Procedure

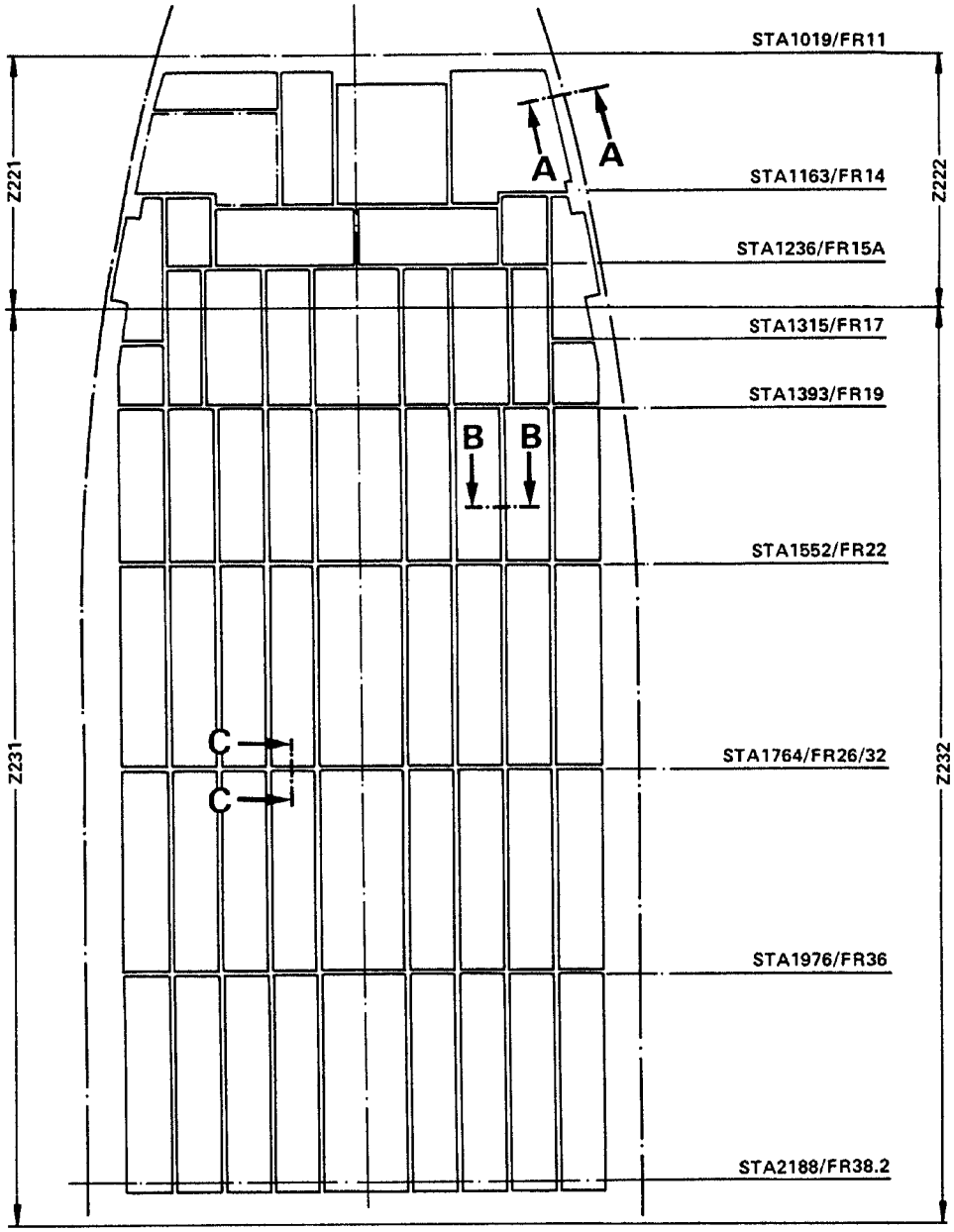
A. Job Set-Up
(1)Position access platform.
(2)Open FWD passenger/crew door.
(3)Remove passenger triple seats (Ref. 25-21-11, P. Block 401).

(4)Remove passenger double seats (Ref. 25-21-21, P. Block 401).
(5)Remove passenger single seats (Ref. 25-21-31, P. Block 401).
(6)Remove cabin attendant seats (Ref. 25-21-41, P. Block 401).
(7)Remove galley units (Ref. 25-30-00, P. Block 1) as required.
(8)Remove lavatories (Ref. 25-40-00, P. Block 1) as required.
R (9)Remove carpet floor covering (Ref. 25-28-11, P. Block 401).
R (10)Remove nontextile floor covering (Ref. 25-28-12, P. Block 401).

B. Removal (Ref. Fig. 401, 402)
(1)Remove adhesive tapes (10).
(2)Remove synthetic fibre cord (5), fiberglas cord (11) and sealant (4). Mark area of synthetic fibre cord and fiberglas cord for installation.
(3)Remove attachment screws (2) from floor panels (1) and remove floor panels.

C. Preparation for Installation
(1)Check floor panels for damage, repair if necessary (Refer to the SRM (Structural Repair Manual) for the relevant chapter).
(2)Remove old adhesive and /or sealant from floor panels using nonmetallic scraper and CLEANING AGENT (Mat. No. 11-004).
(3)Remove old sealant from seat tracks using nonmetallic scraper.
(4)If existing, remove sealing strips (6) from seat track flanges.
(5)Clean contact areas of sealing strips (6) with CLEANING AGENT (Mat. No. 11-004).
(6)Check the floor structure precisely to find any damaged or missing surface protection.
(7)If any damaged or missing surface protection is found apply STRUCTURE PAINT (Mat. No. 16-020, 16-001 and 16-002) (Ref. 51-23-10, P. Block 1 and 51-75-10, P. Block 801).
CAUTION : DURING INSTALLATION OF THE CLIP NUTS AVOID DAMAGE TO THE SURFACE PROTECTION OF THE FLOOR STRUCTURE.
(8)Check clip nuts for good condition and renew, if necessary.
NOTE : It is recommended to install the clip nut standard ABS0748 in place of standard NSA5110 or NSA5104.
(9)Bond or renew sealing strips (6) (Mat. No. 05-066) on floor panels in areas of attachment screws and where contact to seat tracks occurs.
(10)Check self adhesive rubber strips (8) (A53274149LPZV50) for good condition and adherence, and renew the adhesive tape under the rubber strips with NSA 5314-25, if necessary.
(11)Before installation of floor panels in area of STA1019/FR11 apply sealant (Mat. No. 09-016).
(12)Check coating of SPECIAL MATERIALS (Mat. No. 05-027) and STORAGE PRESERVATION (Mat. No. 15-005) on all structure below floor panels for good condition and renew ,if necessary.
(13)Make certain that area below floor panels is clean and clear of tools and miscellaneous items of equipment.
NOTE : When applying sealant (Material No. 09-016) observe manufacturer's instructions.

D. Installation
(Ref. Fig. 401, 402)



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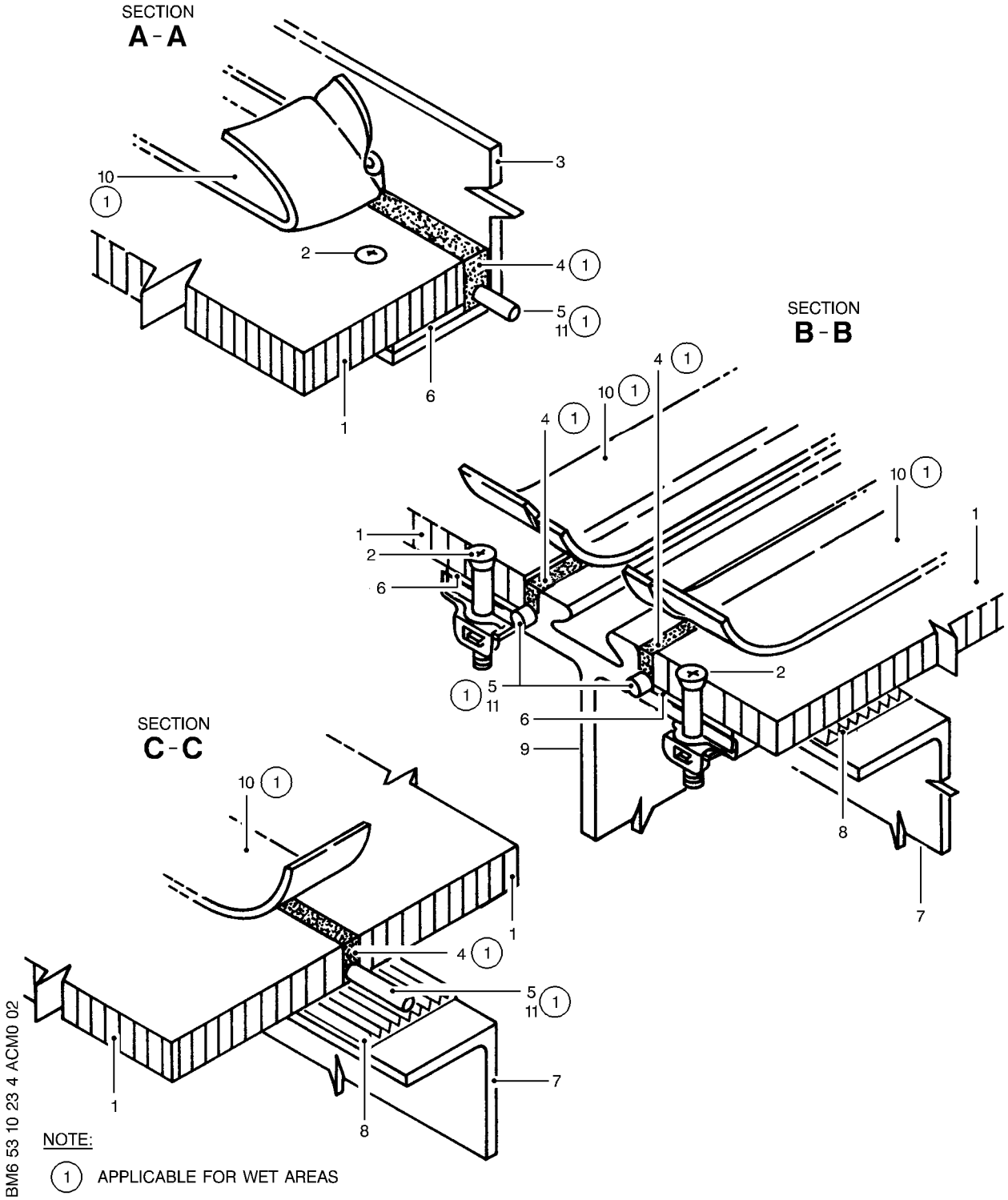
Passenger Compt. Floor Panels, Sect. 12 to 14
Figure 401



Typical Sections of Floor Panels
Figure 402

R

(1)Position floor panels (1).
(2)Secure floor panels (1) with attachment screws (2).

NOTE : During assembly of the floor the attachment screws of the floor panels with the seat tracks are pressed through the new bonded-on sealing strips (6).

(3)Seal floor panel gaps.
(a)Position synthetic fibre cord (Material No. 19-002) (5) or fiberglas cord (DAN 107-1) (11) in gaps.

NOTE : The wet area of the floor between FR11 and FR38.2 must be sealed.
NOTE : When applying sealant observe manufacturer's instructions.
NOTE : To facilitate removal of the floor panels the nylon cord end shall protrude approx 250 mm (10 in). After sealant (4) (Material No. 09-016) application the nylon cord (5) (Material No. 19-002) end shall be folded back and repressed into the sealant.

(b)Seal gaps with sealant (4) (Material No. 09-016).
(4)Apply adhesive tape (10) (Material No. 08-061) or (Material No. 08-052) to all previously sealed floor panel gaps.

E. Tests
Not applicable

F. Close-Up
R (1)Install nontextile floor covering (Ref. 25-28-12, P. Block 401).
(2)Install carpet floor covering (Ref. 25-28-11, P. Block 401).
(3)Position cover strip (5) to secure carpet floor covering to LH and RH passenger/crew door entrance.
(4)Install FWD galley units (Ref. 25-30-00, P. Block 1).
(5)Install lavatories (Ref. 25-40-00, P. Block 1).
(6)Install cabin attendant seats (Ref. 25-21-41, P. Block 401).
R (7)Install passenger single seats (Ref. 25-21-31, P. Block 401).
R (8)Install passenger double seats (Ref. 25-21-21, P. Block 401).
R (9)Install passenger triple seats (Ref. 25-21-11, P. Block 401).
R (10)Make sure that work area is clean and clear of tools and miscellaneous
R items of equipment.
R (11)Close FWD passenger/crew door.
R (12)Remove access platform.

R WARNING : BE CAREFUL WHEN YOU USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER
R MATERIALS.
R OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND THE LOCAL
R REGULATIONS.
R MAKE SURE THAT THERE IS A GOOD FLOW OF AIR THROUGH THE WORK AREA.
R DO NOT BREATHE THE FUMES.
R DO NOT SMOKE.
R DO NOT USE THESE MATERIALS NEAR A FLAME, SPARKS OR SOURCES OF HEAT.
R USE PROTECTIVE CLOTHING, GOGGLES AND GLOVES.
R IF YOU GET ONE OF THESE MATERIALS:
R - ON YOUR SKIN OR IN YOUR EYES, FLUSH IT AWAY WITH A FLOW OF CLEAN
R WATER.
R - IN YOUR MOUTH, GET IMMEDIATE MEDICAL AID.
R IN GENERAL, THESE MATERIALS ARE POISONOUS, FLAMMABLE AND SKIN
R IRRITANTS.

1. Reasons for the Job

A. Replacement of floor panels

B. Access to structure below floor panels

C. Replacement of damaged seat tracks

2. Equipment and Materials

ITEM	DESIGNATION
A.	Nonmetallic Scraper
B. Material No. 05-002	Special Materials (Ref. 20-31-00)
C. Material No. 05-027	Special Materials (Ref. 20-31-00)
D. Material No. 05-066	Special Materials (Ref. 20-31-00)
E. Material No. 08-052	Bonding and Adhesive Compounds (Ref. 20-31-00)
or	
F. Material No. 08-061	Bonding and Adhesive Compounds (Ref. 20-31-00)
G. Material No. 08-064	Bonding and Adhesive Compounds (Ref. 20-31-00)
H. Material No. 09-016	Sealants (Ref. 20-31-00)
J. Material No. 11-003	Cleaning Agents (Ref. 20-31-00)
K. Material No. 11-004	Cleaning Agents (Ref. 20-31-00)
L. Material No. 15-005	Storage Preservation (Ref. 20-31-00)
M. Material No. 16-001	Structure Paints (Ref. 20-31-00)
N. Material No. 16-002	Structure Paints (Ref. 20-31-00)
P. Material No. 16-020	Structure Paints (Ref. 20-31-00)
Q. Material No. 19-002	Miscellaneous (Ref. 20-31-00)
R. A53274149LPZV50	Rubber Strip
R or	
R A53274149UZV50-00	
S.	Tape adhesive fabric double sided adherence NSA 5314-25
T.	Clip Nut ABS0748

ITEM		DESIGNATION
R	U.	Torque Wrench, up to 1 m.daN (7.37 lbf.ft)

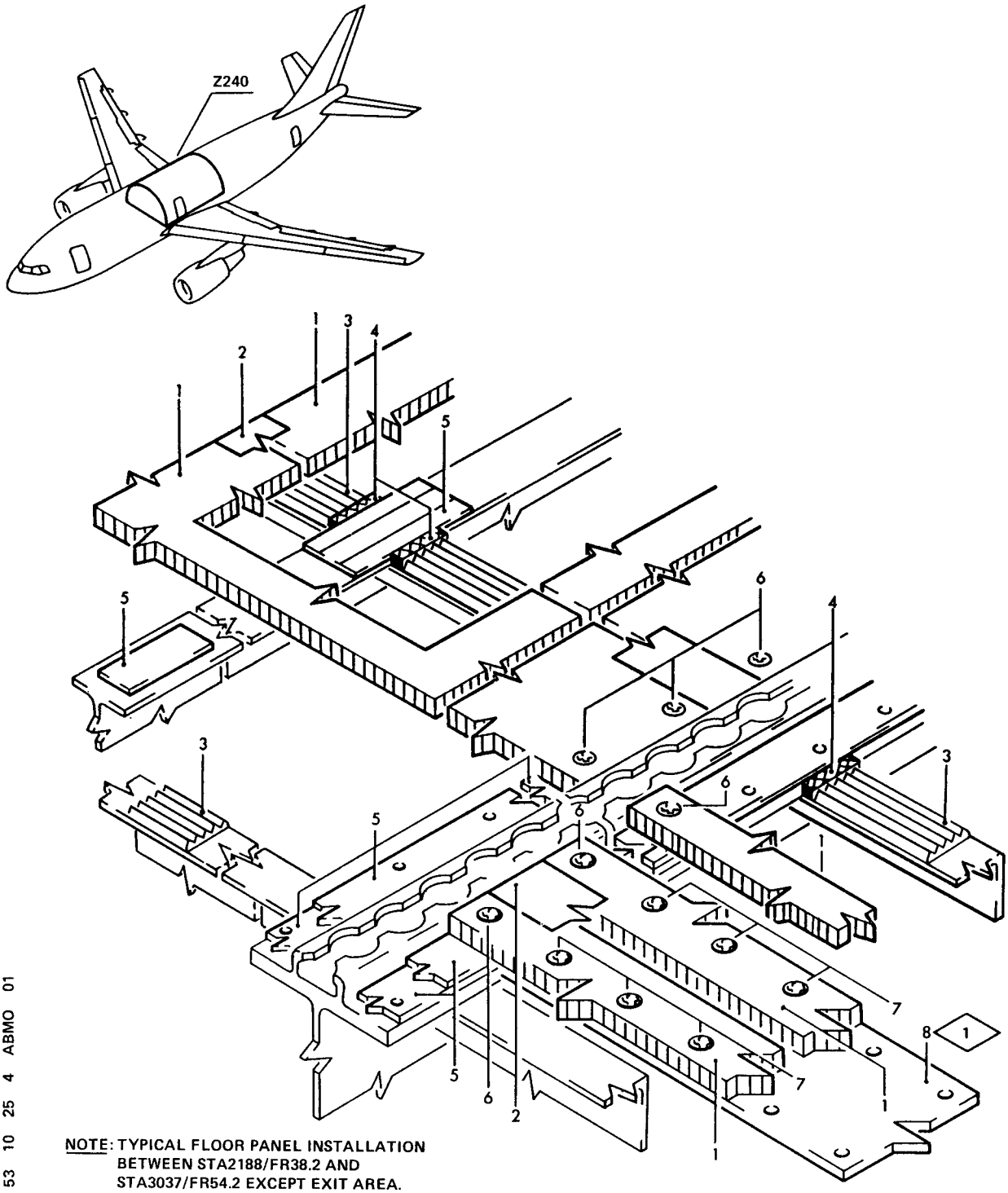
Referenced Procedures

- 25-21-00, P. Block 401	Passenger Compartment Seats
- 25-21-61, P. Block 401	Cabin Attendant Seat, Freestanding
- 25-26-00, P. Block 1	Curtains and Partitions
- 25-27-14, P. Block 401	Cupboard
- 25-30-00, P. Block 401	Buffet and Galley
- 25-40-00, P. Block 1	Lavatories
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 51-77-10, P. Block 801	Repair of Composite Components D
- 52-10-31, P. Block 401	Fittings D
- 52-23-14, P. Block 401	Damper Cylinder
- 53-10-20, P. Block 601	Floor Panels
- 53-10-20, P. Block 801	Floor Panels
	SRM (Structural Repair Manual)

3. Procedure

A. Job Set-Up
(1)Remove passenger and cabin attendant seats (Ref. 25-21-00, P. Block 401 and 25-21-61, P. Block 401).
(2)Remove partitions (Ref. 25-26-00, P. Block 1).
(3)Remove cupboard (Ref. 25-27-14, P. Block 401).
(4)Remove floor coverings.
(5)Remove lavatories (Ref. 25-40-00, P. Block 1).
(6)Remove galleys (Ref. 25-30-00, P. Block 1).
(7)Disconnect damper cylinder from emergency exit (Ref. 52-23-14, P. Block 401).
(8)Remove girt bar fittings (Ref. 52-10-31, P. Block 401).

B. Removal
(Ref. Fig. 401)
(Ref. Fig. 402)
(1)Remove floor panels between STA2188(FR38.2) and STA3037(FR54.2) except exit areas (Ref. Fig. 401).
(a)Remove aluminum tape (2), screws (6, 7) aluminum plates (8) underneath floor panel joints, and floor panels (1). Record location of aluminum plates (8) and floor panels (1) for subsequent installation.
CAUTION : WHEN REMOVING THE LAST SCREW (7) HOLD THE ALUMINUM PLATE (8) STEADY TO PREVENT DAMAGE.
(2)Remove floor panels between STA3037(FR54.2) and STA3832(FR71) (Ref. Fig. 402).
(a)Remove aluminum tape (2), screws (6) and floor panels (1). Record location of floor panels (1) for subsequent installation.
(3)Remove floor panels between STA3832(FR71) and STA4362(FR80) and exit areas (Ref. Fig.).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NOTE: TYPICAL FLOOR PANEL INSTALLATION
BETWEEN STA2188/FR38.2 AND
STA3037/FR54.2 EXCEPT EXIT AREA.
1 INSTALL PLATES (8) AS PREVIOUSLY RECORDED.

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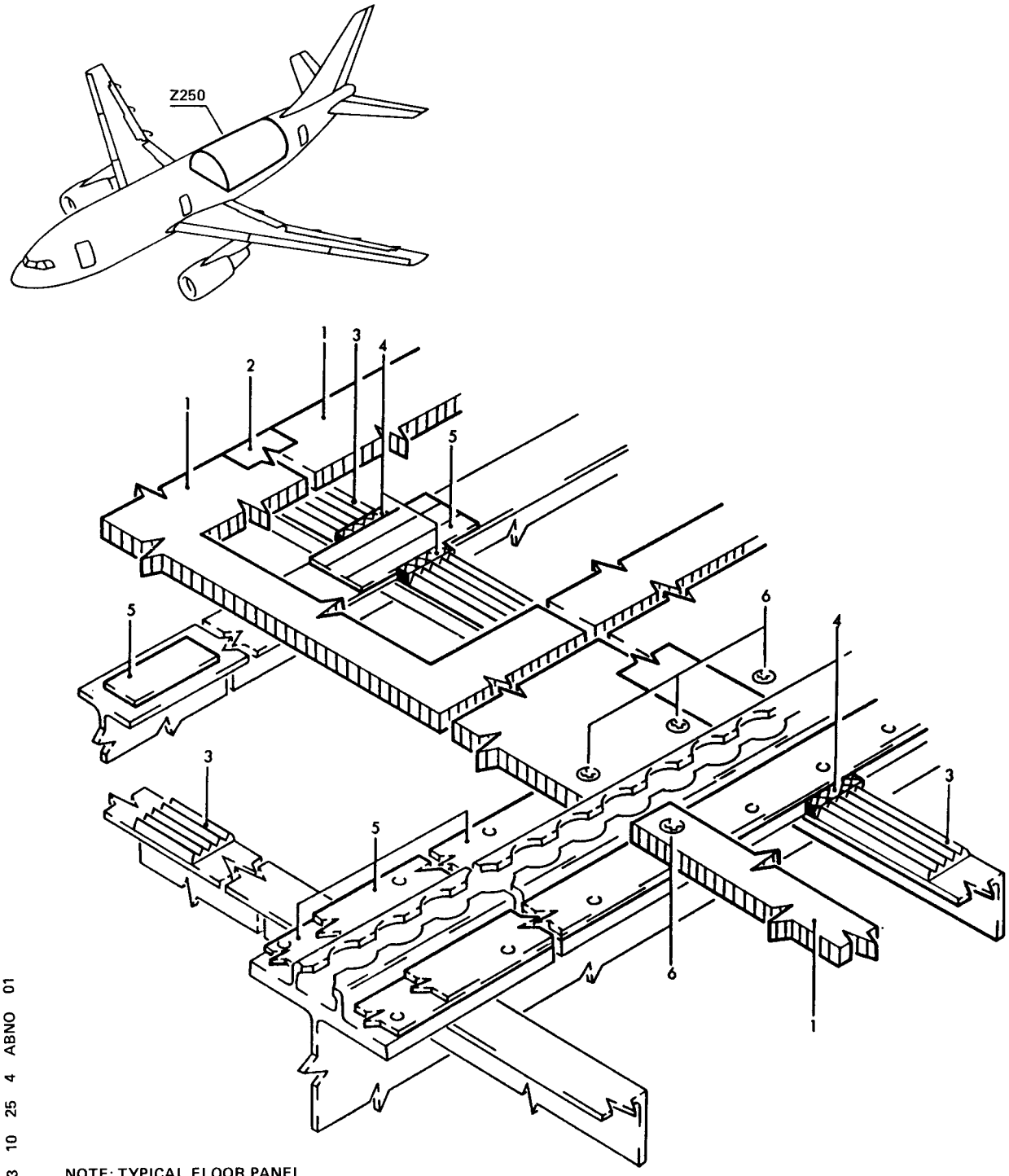
Floor Panels Installation
Figure 401



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Floor Panels Installation
Figure 402

(a)Remove aluminum tape (2), cord (8) and sealant (7).
(b)Remove screws (6) and floor panels (1). Record location of floor panels (1) for subsequent installation.

C. Preparation for Installation (Ref. Fig. 401, 402,)
(1)Check floor panels for damage and repair if necessary (Refer to the SRM (Structural Repair Manual) for the relevant chapter).
(2)Remove old adhesive and/or sealant from floor panels using nonmetallic scraper and CLEANING AGENT (Mat. No. 11-004).
(3)Remove old sealant from seat tracks using nonmetallic scraper.
(4)If existing, remove sealing strips (5) from seat track flanges.
(5)Clean contact areas of sealing strips (5) with CLEANING AGENT (Mat. No. 11-004).
(6)Check the floor structure precisely to find any damage or missing surface protection.
(7)If any damage or missing surface protection is found, apply STRUCTURE PAINT (Mat. No. 16-020, 16-001 and 16-002) (Ref. 51-23-10, P. Block 1 and 51-75-10, P. Block 801.
CAUTION : DURING INSTALLATION OF THE CLIP NUTS AVOID DAMAGE TO THE SURFACE PROTECTION OF THE FLOOR STRUCTURE.
(8)Check clipnuts for good condition and renew, if necessary.
NOTE : It is recommended to install the clip nut standard ABS0748 in place of standard NSA5110 or NSA5104.
(9)Bond or renew sealing strips (5) on floor panels in areas of attachment screws and where contact to seat tracks occurs.
(10)Check self-adhesive rubber strips (3) (A53274149LPZV50 or A53274149UZV50-00) for good condition and adherence, and renew the adhesive tape under the rubber strips with NSA5314-25, if necessary.
(11)Check coatings of SPECIAL MATERIALS (Mat. No. 05-027) and STORAGE PRESERVATION (Mat. No. 15-005) on all structure below floor panels for good condition and renew, if necessary.
(12)Make sure that area below floor panels is clean and clear of tools and miscellaneous items of equipment.

D. Installation
(1)Install floor panels between STA2188(FR38.2) and STA3037(FR54.2) except exit areas (Ref. Fig. 401).
(a)Apply corrosion-preventive paste (Mat. No. 05-002) to screws (6, 7).
(b)Position floor panels (1) aluminum plate (8) underneath floor panel joints and install screws (6, 7).
(c)Cover all not sealed lateral gaps between floor panels (1) with aluminum tape (2) (Mat. No. 08-061).
NOTE : Only the wet areas of the floors, where the galleys, lavatories and doors are located must be sealed.
(2)Install floor panels between STA3037(FR54.2) and STA3832(FR71) (Ref. Fig. 402).
(a)Apply corrosion-preventive paste (Mat. No. 05-002) to screws (6).
(b)Position floor panels (1) and install screws (6).
(c)Cover all not sealed lateral gaps between floor panels (1) with aluminum tape (2) (Mat. No. 08-061).
NOTE : Only the wet areas of the floors, where the galleys, lavatories

and doors are located must be sealed.

(3)Install floor panels between STA3832(FR71) and STA4362(FR80) and exit areas (Ref. Fig.).

(a)Apply corrosion-preventive paste (Mat. No. 05-002) to screws (6).

(b)Position floor panels (1) and install screws (6).

(c)Seal floor panel gaps.

1 Position cord (8) (Mat. No. 19-002) in gaps.

NOTE : The wet areas of the floor panels between FR71 and FR80 must be sealed.

NOTE : When applying sealant, observe manufacturer's instructions.

NOTE : To facilitate removal of the floor panels, the nylon cord end shall protrude approx. 250 mm (10 in.). After sealant (4) (Mat. No. 09-016) application, the nylon cord (8) (Mat. No. 19-002) end shall be folded back and pressed into the sealant.

2 Seal gaps with sealant (7) (Mat. No. 09-016) (Ref. 51-76-10, P. Block 801).

(d)Cover gaps with aluminum tape (2) (Mat. No. 08-061).

(e)Inspect non-slip surface for good condition. Repair as required with non-slip surfacing (Mat. No. 05-036) (Ref. 51-77-10, P. Block 801).

E. Close-Up

(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.

(2)Install girt bar fittings (Ref. 52-10-31, P. Block 401).

(3)Connect damper cylinder to emergency exit (Ref. 52-23-14, P. Block 401).

(4)Install galleys (Ref. 25-30-00, P. Block 1).

(5)Install lavatories (Ref. 25-40-00, P. Block 1).

(6)Install floor coverings.

(7)Install cupboard (Ref. 25-27-14, P. Block 401).

(8)Install partitions.

(9)Install passenger and cabin attendant seats (Ref. 25-21-00, P. Block 401 and 25-21-61, P. Block 401).

AVIONICS COMPARTMENT FLOOR PANELS - REMOVAL/INSTALLATION

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 2.8 m (9 ft. 2 in.)

2. Procedure (Ref. Fig. 401)

A. Job Set-Up
(1)Position access platform at forward cargo compartment door.
(2)Open forward cargo compartment door (811).
(3)Open access door between cargo and avionics compartments 132AZ.

B. Removal
R (1)Remove screws (2), (3) and (4) and washers (5) and (6).
R (2)Remove cotter pin (9), washers (8) and pin (7).
(3)Identify and mark location of pin (7) of floor panel.
(4)Remove floor panels (1).

C. Preparation of Replacement Component
(1)Check condition of replacement floor panels.
(2)Check condition of replacement door threshold.
(3)Check condition of removed bolts and washers and replace if defective.

D. Installation
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Position replacement floor panel(s) (1).
R (3)Install pin (7) and washers (8).
R (4)Install cotter pin (9).
R (5)Install washers (5) and (6) and screws (2), (3) and (4).

E. Close-Up
(1)Make certain that working area is clean and clear of tool and miscellaneous items of equipment.
(2)Close cargo compartment partition door 132AZ.
(3)Close forward cargo compartment door (811).
(4)Remove access platform.

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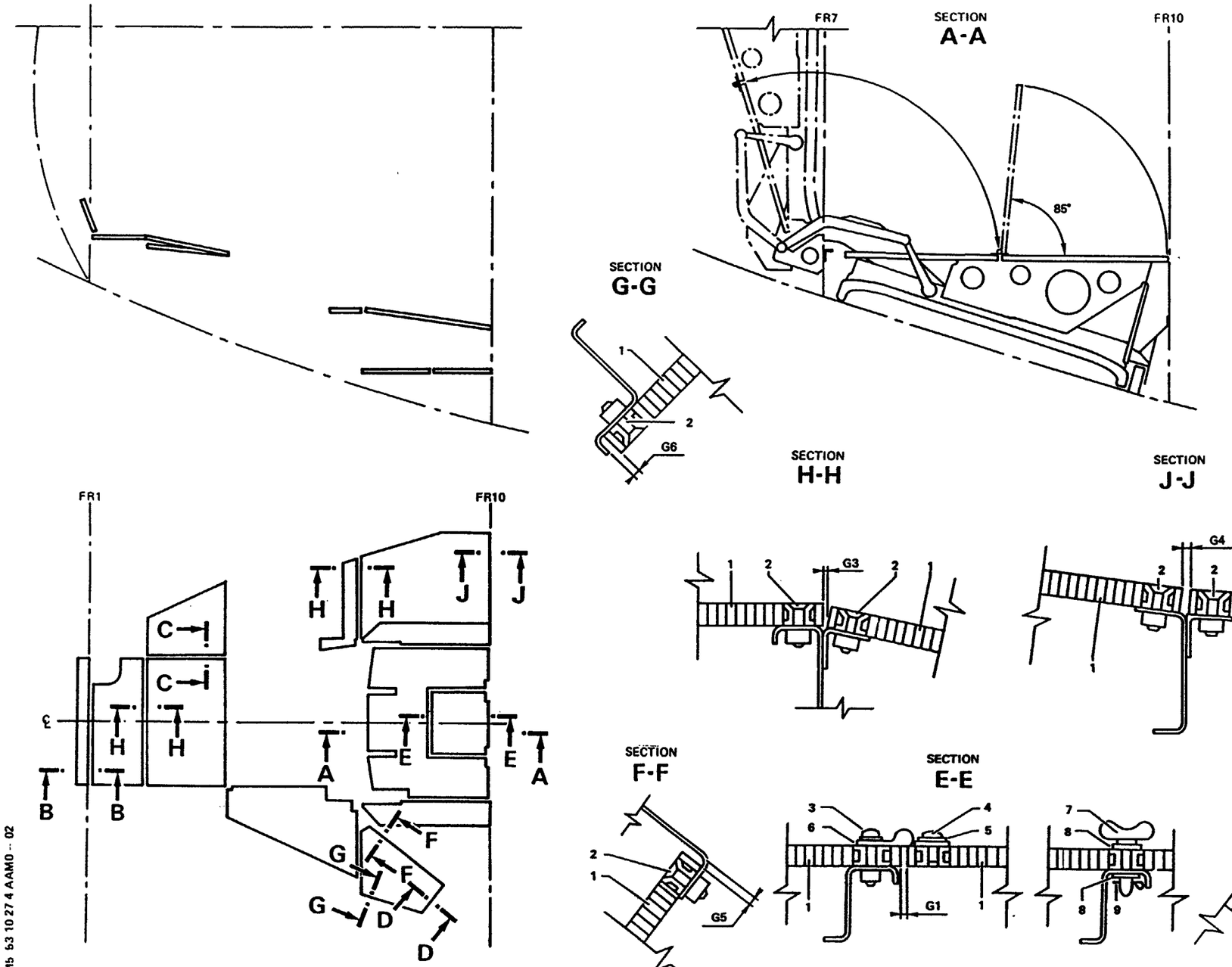

NOTE : G1 : Gap 2 ± 1 mm/0.079 ± 0.039 in.
G2 : Gap 4 ± 1.5 mm/0.157 ± 0.06 in.
G3 : Gap 1 +3 −0.5 mm/0.039 + 0.118 − 0.02 in.
G4 : Gap 4 +2 −1 mm/0.157 + 0.079 − 0.039 in.
G5 : Gap 3 ± 2 mm/0.118 ± 0.079 in.
G6 : Gap 3 ± 1 mm/0.118 ± 0.039 in.

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Avionics Compartment Floor Panels
Figure 401

R

COVER PLATES - REMOVAL/INSTALLATION

1. Reason for the Job

- Replacement of cover plates.
- Access to structure below cover plates.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 1.8 m (6 ft.)

Referenced Procedure

- 53-10-29, P. Block 401	FWD Cargo Compartment Floor Panels

3. Procedure

A. Job Set-Up
(1)Open access doors 134AR and 136AR.

NOTE : Due to different cover plate locations, it is recommended to remove the relevant fwd cargo compartment floor panel (Ref. 53-10-29, P. Block 401).

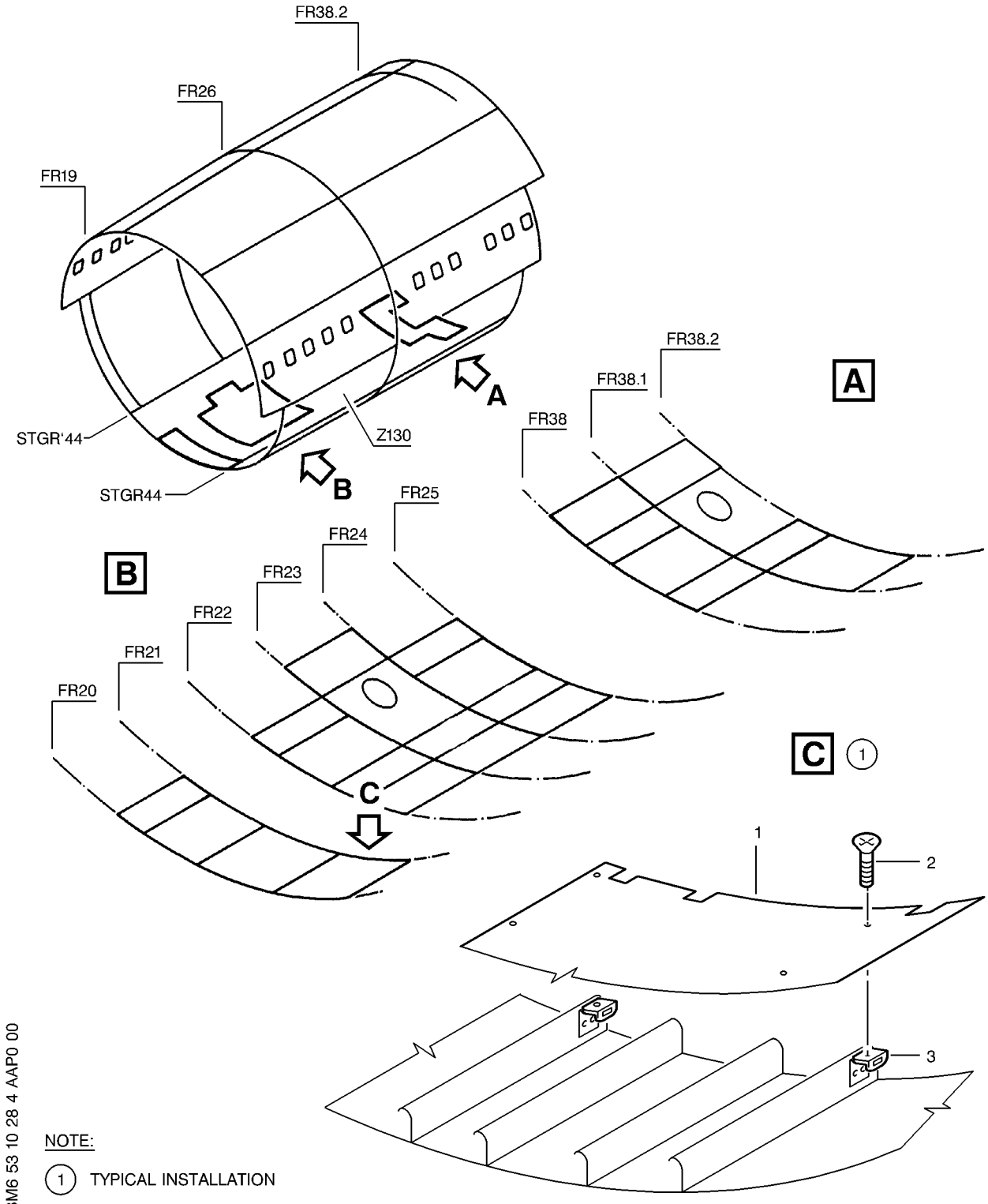
(2)Position access platform.

B. Removal
(Ref. Fig. 401)
(1)Remove attachment screws (2) from cover plates (1).
(2)Remove cover plates (1).

C. Preparation for Installation
(1)Check cover plates for damage.
(2)Check clip nuts (3) for good condition and that they are in correct position.
(3)Make sure that the area below the cover plates is clean and clear of tools and miscellaneous items of equipment.

D. Installation
(1)Position cover plates (1) with screws (2).
(2)Install screws (2).

E. Close-Up
(1)Make sure that the working area is clean and clear of tools and miscellaneous items of equipment.
(2)Install access doors 134AR and 136AR.
(3)If removed, install fwd cargo compartment floor panels (Ref. 53-10-29, P. Block 401).
(4)Remove access platform.



Cover Plates - FWD Cargo Compartment
Figure 401

FWD CARGO COMPARTMENT FLOOR PANELS - REMOVAL/INSTALLATION

R **WARNING** : BE CAREFUL WHEN YOU USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER
R MATERIALS.
R OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND THE LOCAL
R REGULATIONS.
R MAKE SURE THAT THERE IS A GOOD FLOW OF AIR THROUGH THE WORK AREA.
R DO NOT BREATHE THE FUMES.
R DO NOT SMOKE.
R DO NOT USE THESE MATERIALS NEAR A FLAME, SPARKS OR SOURCES OF HEAT.
R USE PROTECTIVE CLOTHING, GOGGLES AND GLOVES.
R IF YOU GET ONE OF THESE MATERIALS:
R - ON YOUR SKIN OR IN YOUR EYES, FLUSH IT AWAY WITH A FLOW OF CLEAN
R WATER.
R - IN YOUR MOUTH, GET IMMEDIATE MEDICAL AID.
R IN GENERAL, THESE MATERIALS ARE POISONOUS, FLAMMABLE AND SKIN
IRRITANTS.

NOTE : Removal and installation for all floor panels and plates in FWD cargo compartment are identical.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 2.7 m (9 ft.)
R B. Material No. 05-002	Special Materials (Ref. 20-31-00)
R C. Material No. 08-005A	Bonding and Adhesive Compounds (Ref. 20-31-00)
R D. Material No. 09-016	Sealants (Ref. 20-31-00)
R E. Material No. 11-003	Cleaning Agents (Ref. 20-31-00)

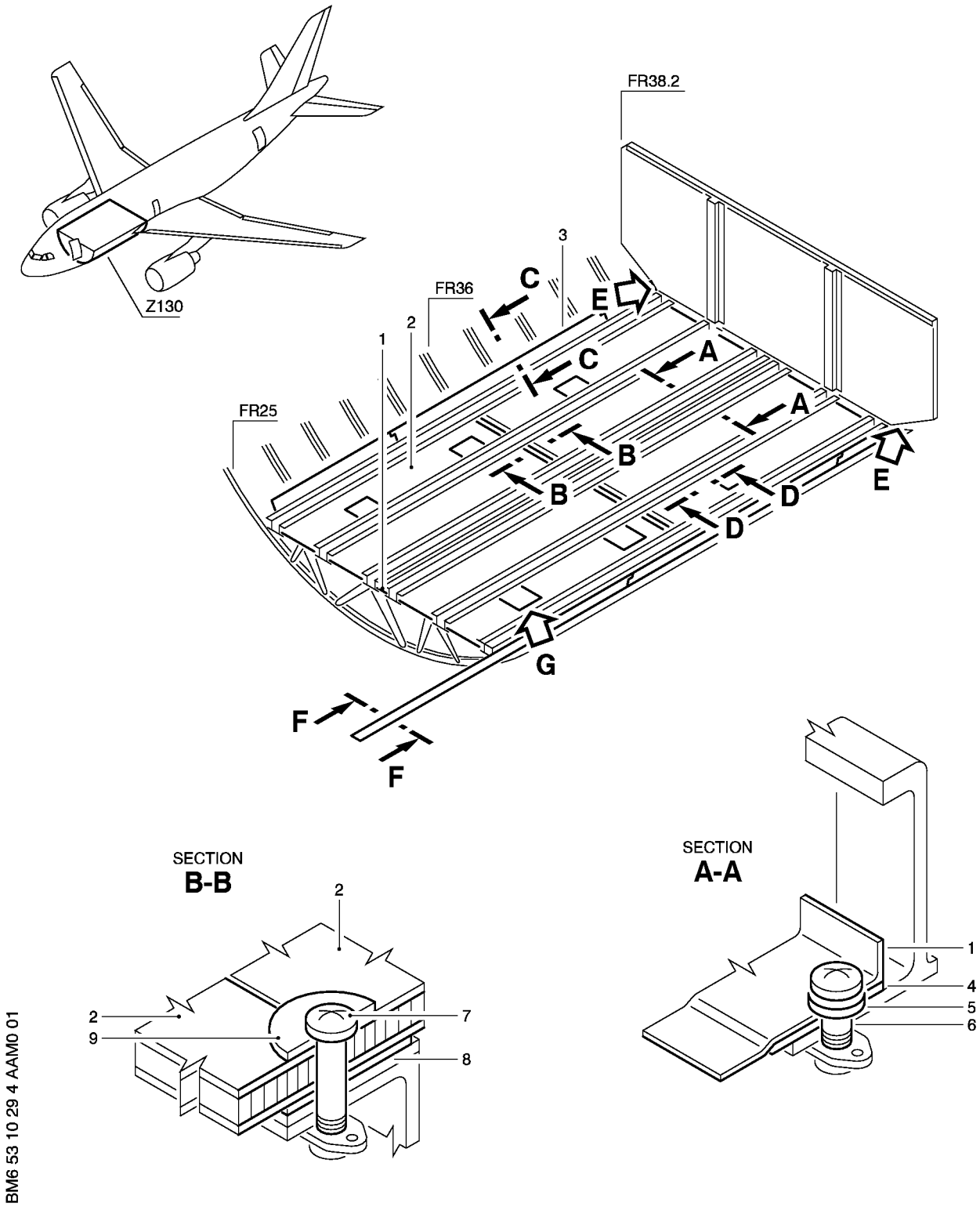
Referenced Procedures

- 25-52-44, P. Block 401	Fixed YZ-Latch
- 25-52-49, P. Block 401	Retractable Y-Guide
- 25-52-57, P. Block 401	Overridable YZ-Latch
- 25-54-10, P. Block 401	FWD Cargo Compartment Linings
- 25-54-80, P. Block 201	FWD Cargo Compartment Drain System
- 52-30-00, P. Block 1	Cargo Compartment Doors
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors

2. Procedure

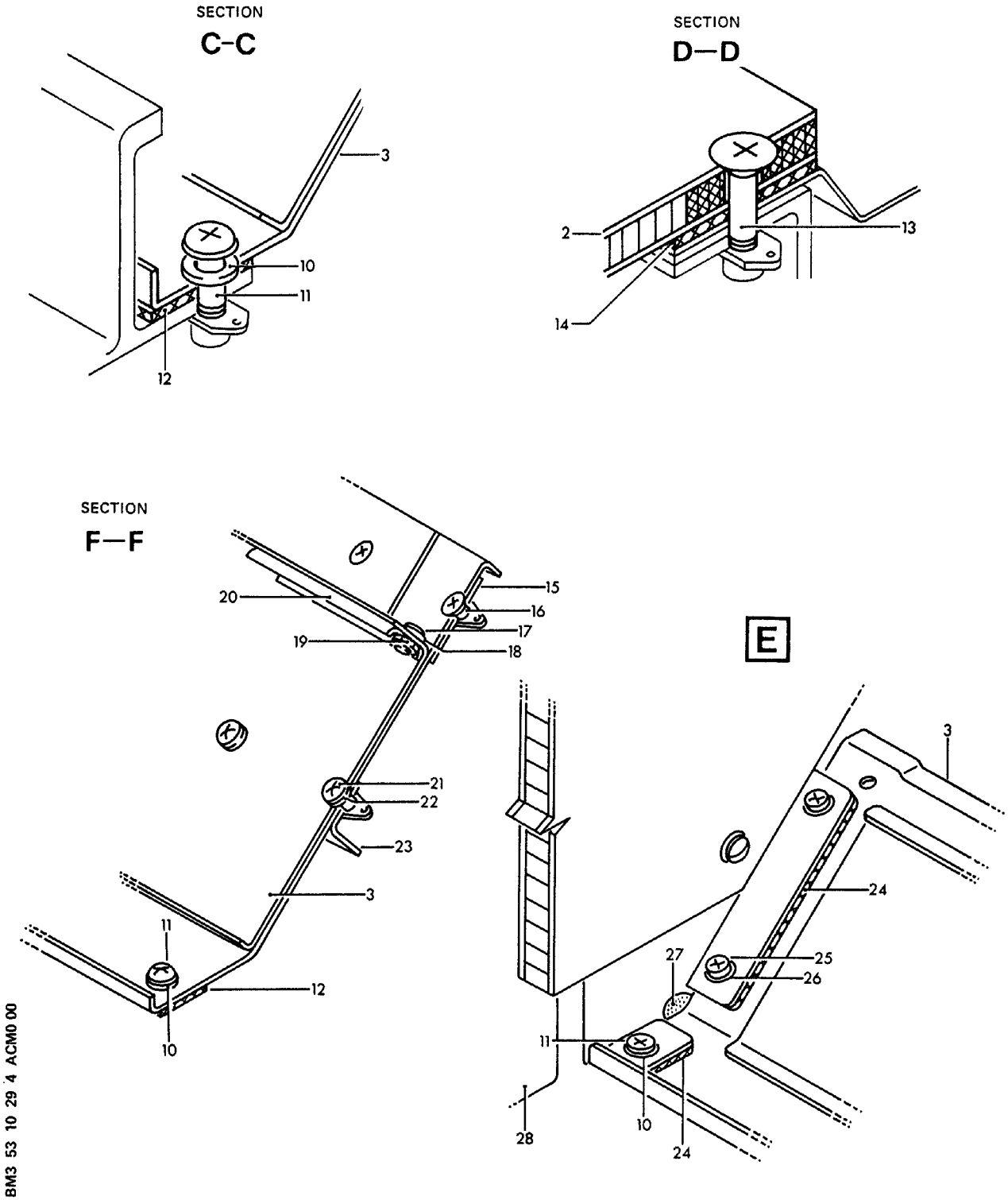
(Ref. Fig. 401)
(Ref. Fig. 402)
R (Ref. Fig. 403)

A. Job Set-Up
(1)Position access platform.
(2)Open FWD cargo compartment door (Ref. 52-30-00, P. Block 1).
(3)Install door actuator safety lock to FWD cargo compartment door actuator (Ref. 52-30-00, P. Block 301).



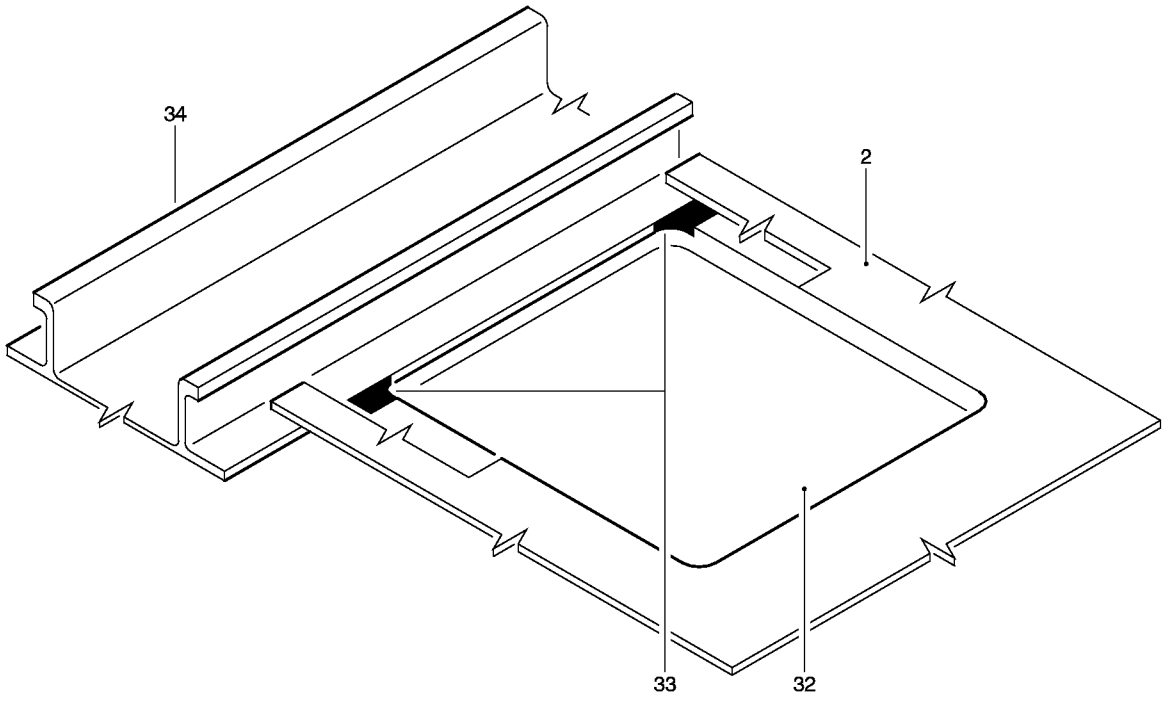
Floor Panels - FWD Cargo Compartment
Figure 401

R



Sections A-A to D-D of FWD Cargo Compartment Floor Panels
Figure 402

G
EXAMPLE



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View G of FWD Cargo Compartment Floor Panels
Figure 403

R

B. Removal

(1)Removal of corner sheets (3)

(a)Remove fixed YZ-latches (Ref. 25-52-44, P. Block 401).

(b)Remove lower sidewall panels (Ref. 25-54-10, P. Block 401).

(c)Unscrew screws (16) at the joints of corner sheets (3) and remove strip (15).

(d)Unscrew screws (17), washers (18) and nuts (19) at the joints of corner sheets (3) and remove connecting profile (20).

(e)Unscrew screws (21) and washers (22) at the joints of corner sheets (3) and remove L-profile (23).

(f)Unscrew screws (25) and washers (26) and remove sealing (27).

(g)Unscrew screws (11) and washers (10) and remove corner sheets (3).

R (2)Removal of cover plates (1)

(a)Remove retractable Y-guide (Ref. 25-52-49, P. Block 401).

(b)Remove collector tray (Ref. 25-54-80, P. Block 201).

(c)Remove overridable YZ-latch (Ref. 25-52-57, P. Block 401).

R (d)Unscrew screws (6) with washers (5) and remove cover plates (1).

(3)Removal of floor panels (2)

(a)Unscrew screws (7),(13), washers (9) and remove floor panels (2).

C. Preparation for Installation

R CAUTION : BE CAREFUL WHEN YOU INSPECT/REPLACE THE SEALING OF THE CARGO
R COMPARTMENT LININGS, PARTITIONS, FLOOR PANELS, COVER PLATES AND
R CORNER SHEETS.
R MAKE SURE THAT THE CARGO COMPARTMENTS ARE CORRECTLY SEALED.
R PRESSURE LEAKS THROUGH THE CARGO COMPARTMENT CAN CAUSE A DECREASE
R IN THE PERFORMANCE OF THE FIRE EXTINGUISHING SYSTEM, IF A FIRE
R OCCURS.

R (1)Before you install any panel, do an inspection of it for damage.
R (2)Before you install the floor panels, do an inspection of them for damage (Ref. 53-10-20, P. Block 601).
R (3)Do an inspection of the sealing strips (4,8,12,14,24) at the floor panels (2), cover plates (1) and corner sheets (3).
R (4)Make sure that:
R - there are no gaps between the sealing strips (4,8,12,14,24),
R - the sealing strips (4,8,12,14,24) are well bonded at the panels,
R - the sealing strips (4,8,12,14,24) are flexible,
R - the sealing strips (4,8,12,14,24) have the same thickness per panel,
R - the surface of the sealing strips (4,8,12,14,24) is not fractional,
R - no sealing strips (4,8,12,14,24) are missing or damaged.
R Renew or install sealing strips (4,8,12,14,24) as necessary.
R (5)Make sure that for the sealing strips (4,8,12,14,24) Material No. 08-005A and not 08-005 is used. If necessary, replace Material No. 08-005 by 08-005A.
R (6)Clean the contact area, where the sealing strips (4,8,12,14,24) of the panels touch the structure, using cleaning agent (Material No. 11-003).
R (7)Do an inspection of this structure for integrity and good condition.
R (8)If the structure is damaged, repair or replace it.
R (9)Make sure that the contact areas of the panels at the structure are flat.

R (10)Close any open gaps or holes with sealant (Material No. 09-016) and
R make it flat.
R (11)Make sure that, after application and drying of the sealant, the contact
R surfaces are still flat. Rework as necessary.
R (12)Make sure that all fasteners exist and that they are not damaged.

D. Installation

(1)Carry out foreign object inspection.
R (2)Apply special material (Material No. 05-002) to all screws.
R (3)Installation of floor panels (2)
(a)Position floor panels (2) and install screws (7),(13) and washers (9).
R (b)Make sure that there are no open gaps or holes between the drain
R pans (32) of the power drive units, the roller tracks (34) and the
R floor panels (2). Close any open gaps or holes with sealant (33)
R (Material No. 09-016).
R (4)Installation of cover plates (1)
R (a)Position cover plates (1) and install screws (6) and washers (5).
(b)Install overridable YZ-latch (Ref. 25-52-57, P. Block 401).
(c)Install collector tray (Ref. 25-54-80, P. Block 201).
(d)Install retractable Y-guide (Ref. 25-52-49, P. Block 401).
R (5)Installation of corner sheets (3)
(a)Position corner sheets (3) and install screws (11) and washers (10).
(b)Install screws (25) and washers (26).
(c)Position L-profile (23) and install screws (21) and washers (22).
(d)Position connecting profile (20) and install screws (17), washers
(18) and nuts (19).
(e)Position strip (15) and install screws (16).
(f)Install lower sidewall panels (Ref. 25-54-10, P. Block 401).
(g)Install fixed YZ-latches (Ref. 25-52-44, P. Block 401).
(h)Seal corner sheet (3) between attachment tabs of sealing sheet (28)
using sealant (27) (Material No. 09-016).
R (6)After installation of the floor panels (2), corner sheets (3) and
R cover plates (1), make sure that all fasteners are fully tightened.
R (7)After installation, make sure that there are no open gaps or holes
R between the panels and no open gaps or holes between the panels
R and the structure.

E. Test

Not applicable

F. Close-Up

(1)Make certain that work area is clean and clear of tools and
miscellaneous items of equipment.
(2)Remove door actuator safety lock (Ref. 52-30-00, P. Block 301).
(3)Close FWD cargo compartment door (Ref. 52-30-00, P. Block 1).
(4)Remove access platform.

AFT CARGO COMPARTMENT FLOOR PANELS - REMOVAL/INSTALLATION

R **WARNING** : BE CAREFUL WHEN YOU USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER
R MATERIALS.
R OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND THE LOCAL
R REGULATIONS.
R MAKE SURE THAT THERE IS A GOOD FLOW OF AIR THROUGH THE WORK AREA.
R DO NOT BREATHE THE FUMES.
R DO NOT SMOKE.
R DO NOT USE THESE MATERIALS NEAR A FLAME, SPARKS OR SOURCES OF HEAT.
R USE PROTECTIVE CLOTHING, GOGGLES AND GLOVES.
R IF YOU GET ONE OF THESE MATERIALS:
R - ON YOUR SKIN OR IN YOUR EYES, FLUSH IT AWAY WITH A FLOW OF CLEAN
R WATER.
R - IN YOUR MOUTH, GET IMMEDIATE MEDICAL AID.
R IN GENERAL, THESE MATERIALS ARE POISONOUS, FLAMMABLE AND SKIN
R IRRITANTS.

1. Reasons for the Job

A. Inspection of floor panels

B. Access to structure below floor panels

2. Equipment and Materials

	ITEM	DESIGNATION
	A.	Access Steps, 2.3 m (7.5 ft.)
	B.	Nonmetallic Scraper
	C. Material No. 05-002	Special Materials (Ref. 20-31-00)
R	D. Material No. 05-013	Special Materials (Ref. 20-31-00)
R	E. Material No. 05-027	Special Materials (Ref. 20-31-00)
R	F. Material No. 05-048	Special Materials (Ref. 20-31-00)
R	G. Material No. 08-005A	Bonding and Adhesive Compounds (Ref. 20-31-00)
R	H. Material No. 09-016	Sealants (Ref. 20-31-00)
R	J. Material No. 09-013	Sealants (Ref. 20-31-00)
R	K. Material No. 11-003	Cleaning Agent (Ref. 20-31-00)
R	L. Material No. 15-005	Storage Preservation (Ref. 20-31-00)
R	M. Material No. 15-007	Storage Preservation (Ref. 20-31-00)

Referenced Procedures

**ON A/C 101-200,

- 28-11-36, P. Block 401 — Additional Center Tank

**ON A/C ALL

R - 25-52-44, P. Block 401 — Fixed YZ-Latch
R - 25-55-10, P. Block 401 — AFT Cargo Compartment - Linings

- 51-75-10, P. Block 801 Repair of Paint Coatings
- 51-76-10, P. Block 801 Repair of Sealing
- 52-30-00, P. Block 301 FWD and AFT Cargo Compartment Doors
R - 53-10-20, P. Block 601 Floor Panels

3. Procedure

A. Job Set-Up
(1)Position access steps.
(2)Open AFT cargo compartment door and secure with safety lock (Ref. 52-30-00, P. Block 301).

**ON A/C 101-200,

(3)Remove additional center tank, water drains and cavity drains (Ref. 28-11-36, P. Block 401).

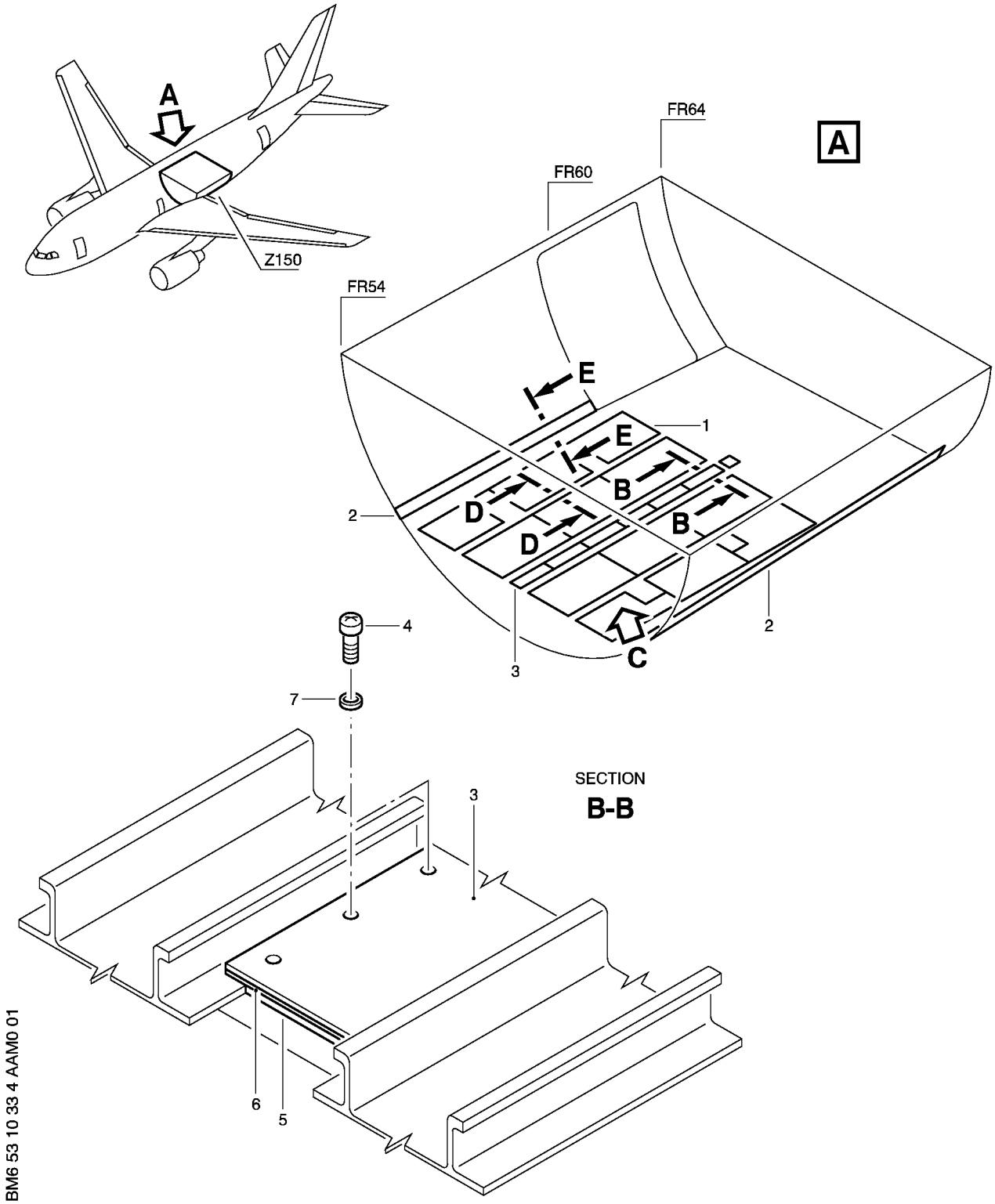
**ON A/C ALL

R B. Removal (Ref. Fig. 401, 402, 403)
R (Ref. Fig. 402)
R (Ref. Fig. 403)
R (1)Removal of the corner sheets (2)
R (a)Remove fixed YZ-latches (Ref. 25-52-44, P. Block 401).
R (b)Remove lower sidewall panels (Ref. 25-55-10, P. Block 201).
R (c)Remove the screws (15) and the corner sheets (2). Record location of the corner sheets (2) for subsequent installation.
R (2)Removal of the cover plates (3)
R (a)Remove the screws (4), the washers (7) and the cover plates (3). Record location of the cover plates (3) for subsequent installation.
R (3)Removal of the floor panels (1)
R (a)Remove the screws (11) and the floor panels (1). Record location of the floor panels (1) for subsequent installation.

R C. Preparation for Installation (Ref. Fig. 401, 402, 403)

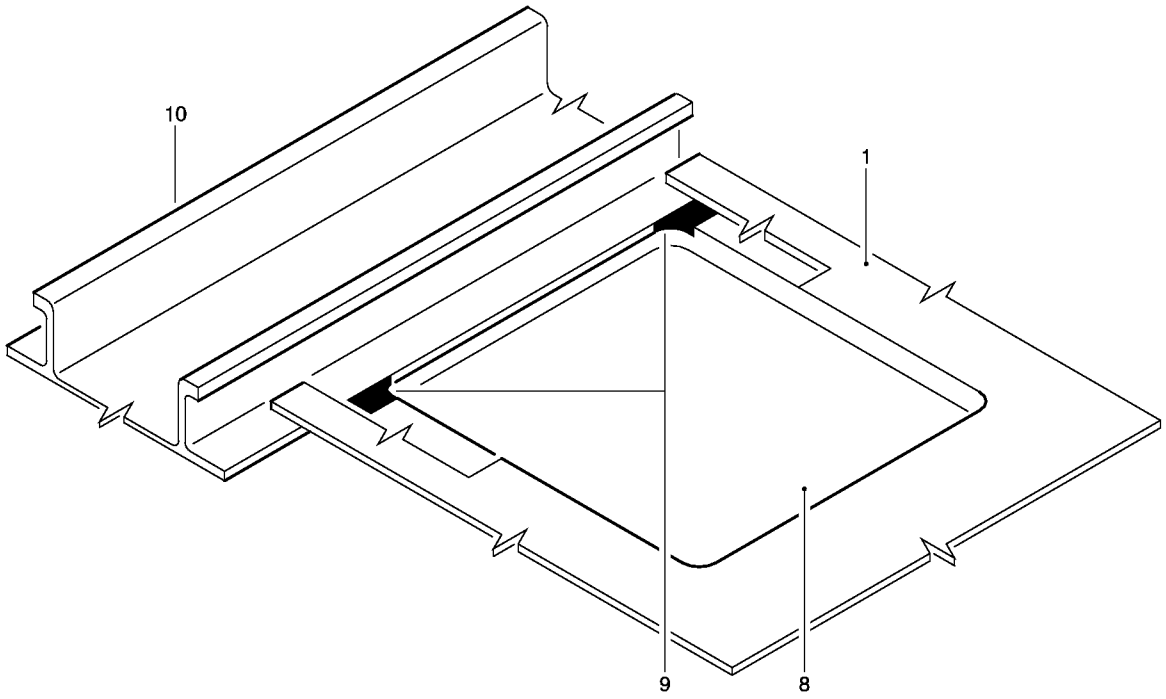
R CAUTION : BE CAREFUL WHEN YOU INSPECT/REPLACE THE SEALING OF THE CARGO
R COMPARTMENT LININGS, PARTITIONS, FLOOR PANELS, COVER PLATES AND
R CORNER SHEETS.
R MAKE SURE THAT THE CARGO COMPARTMENTS ARE CORRECTLY SEALED.
R PRESSURE LEAKS THROUGH THE CARGO COMPARTMENT CAN CAUSE A DECREASE
R IN THE PERFORMANCE OF THE FIRE EXTINGUISHING SYSTEM, IF A FIRE
R OCCURS.

R (1)Remove old sealant (6,14) from the cover plates (3), the corner sheets (2) and the structure by using a nonmetallic scraper.
R (2)Make sure that the rubber packing strips (5,13) (Mat. No. 05-048) are not damaged and in place. Renew if necessary.
R (3)Before you install any panel, do an inspection of them for damage.
R (4)Before you install the floor panels, do an inspection of it for damage (Ref. 53-10-20, P. Block 601).



AFT Cargo Compartment Floor Panels
Figure 401

C
EXAMPLE



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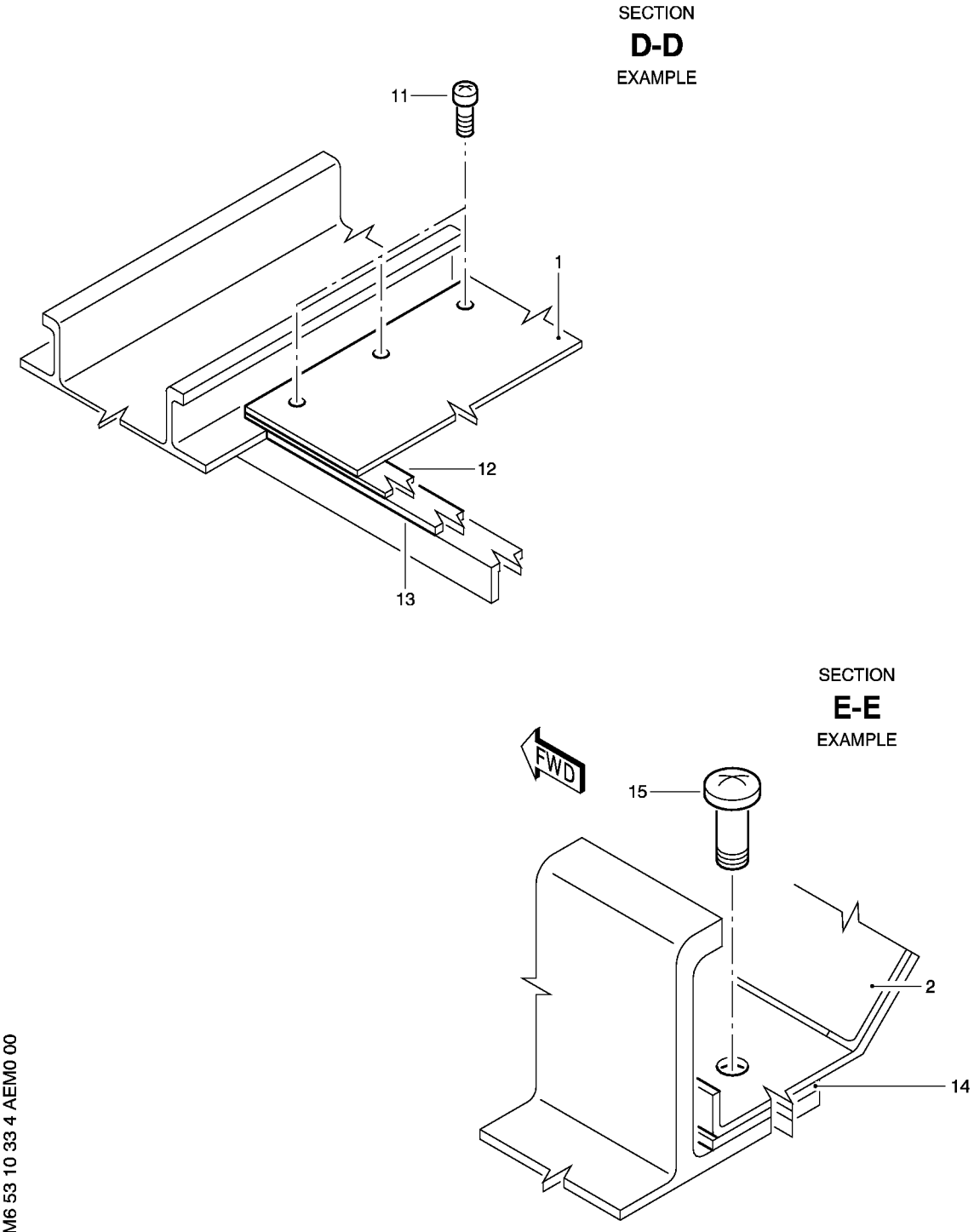
View C of AFT Cargo Compartment Floor Panels
Figure 402

R



Sections D-D to E-E of AFT Cargo Compartment
Floor Panels
Figure 403

R

R (5)Do an inspection of the sealing strips (12) at the floor panels (1).
R (6)Make sure that:
R - there are no gaps between the sealing strips (12),
R - the sealing strips (12) are well bonded at the panels,
R - the sealing strips (12) are flexible,
R - the sealing strips (12) have the same thickness per panel,
R - the surface of the sealing strips (12) is not fractional,
R - no sealing strips (12) are missing or damaged.
R Renew or install sealing strips (12) as necessary.
R (7)Make sure that for the sealing strips (12) Mat. No. 08-005A and not
R 08-005 is used. If necessary, replace Mat. No. 08-005 by 08-005A.
R (8)Clean the contact area where the sealing strips (12) of the panels
R touch the structure, using cleaning agent (Mat. No. 11-003).
R (9)Do an inspection of this structure for integrity and good condition.
R (10)If the structure is damaged, repair or replace it.
R (11)Make sure that the contact areas of the floor panels (1), the cover
R plates (3) and the corner sheets (2) at the structure are flat.
R (12)Close any open gaps or holes with sealant (Mat. No. 09-016) and make
R it flat.
R (13)Make sure that, after application and drying of the sealant, the
R contact surfaces are still flat. Rework as necessary.
R (14)Make sure that all fasteners exist and that they are not damaged.
R (15)Check coating of moisture-removing oil (Mat. No. 05-027) on all
structures below floor panels (1) and plates (2) for good condition
and renew as necessary (Ref. 51-75-10, P. Block 801).

R D. Installation (Ref. Fig. 401, 402, 403)
R (1)Carry out foreign object inspection.
R (2)Installation of the floor panels (1)
R (a)Apply special material (Mat. 05-002) to the screws (10).
R (b)Position the floor panels (1) and install the screws (10).
R (c)Make sure that there are no open gaps or holes between the drain pans (7) of the power drive units, the roller tracks (9) and the floor panels (1). Close any open gaps or holes with sealant (8) (Mat. No. 09-016).
R (3)Installation of the cover plates (3)
R (a)Apply special material (Mat. No. 05-013) to the cover plates (3) in area where the cover plates (3) contact the structure.
R (b)Apply sealant (Mat. No. 09-013) to the cover plates (3) in area where the cover plates (3) contact the structure.
R (c)Apply special material (Mat. No. 05-002) to the screws (4).
R (d)Position the cover plates (3) and install the screws (4) with the washers (7).
R (e)Apply storage preservation (Mat. No. 15-005) and (Mat. No. 15-007) to the screws (4).
R (4)Installation of the corner sheets (2)
R (a)Apply special material (Mat. No. 05-013) to the corner sheets (2) in area where the corner sheets (2) contact the structure.
R (b)Apply sealant (Mat. No. 09-013) to the corner sheets (2) in area where the corner sheets (2) contact the structure.
R (c)Apply special material (Mat. No. 05-002) to the screws (15).
R (d)Position the corner sheets (2) and install the screws (15).
R (e)Install fixed YZ-latches (Ref. 25-52-44, P. Block 401).
R (f)Install lower sidewall panels (Ref. 25-55-10, P. Block 201).
R (5)After installation of the floor panels (1), corner sheets (2) and cover plates (3), make sure that all fasteners are fully tightened.
R (6)After installation, make sure that there are no open gaps or holes between the panels and no open gaps or holes between the panels and the structure.

**ON A/C 101-200,

(5)Not applicable

(6)Install additional center tank, water drains and cavity drains (Ref. 28-11-36, P. Block 401).

**ON A/C ALL

E. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Remove safety lock (Ref. 52-30-00, P. Block 301) and close AFT cargo compartment door.
(3)Remove access steps.

BULK CARGO COMPARTMENT FLOOR PANELS - REMOVAL/INSTALLATION

R **WARNING** : BE CAREFUL WHEN YOU USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER
R MATERIALS.
R OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND THE LOCAL
R REGULATIONS.
R MAKE SURE THAT THERE IS A GOOD FLOW OF AIR THROUGH THE WORK AREA.
R DO NOT BREATHE THE FUMES.
R DO NOT SMOKE.
R DO NOT USE THESE MATERIALS NEAR A FLAME, SPARKS OR SOURCES OF HEAT.
R USE PROTECTIVE CLOTHING, GOGGLES AND GLOVES.
R IF YOU GET ONE OF THESE MATERIALS:
R - ON YOUR SKIN OR IN YOUR EYES, FLUSH IT AWAY WITH A FLOW OF CLEAN
R WATER.
R - IN YOUR MOUTH, GET IMMEDIATE MEDICAL AID.
R IN GENERAL, THESE MATERIALS ARE POISONOUS, FLAMMABLE AND SKIN
R IRRITANTS.

1. Reasons for the Job

A. Inspection of floor panels

B. Access to structure below floor panels

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 2.3 m (7.5 ft.)
B.	Nonmetallic Scraper
C. Material No. 05-002	Special Materials (Ref. 20-31-00)
D. Material No. 05-005	Special Materials (Ref. 20-31-00)
E. Material No. 05-016	Special Materials (Ref. 20-31-00)
F. Material No. 08-052	Bonding and Adhesive Compounds (Ref. 20-31-00)
G. Material No. 05-027	Special Materials (Ref. 20-31-00)
H. Material No. 05-048	Special Materials (Ref. 20-31-00)
R J. Material No. 08-005A	Bonding and Adhesive Compounds (Ref. 20-31-00)
K. Material No. 09-016	Sealants (Ref. 20-31-00)
R L. Material No. 11-003	Cleaning Agents (Ref. 20-31-00)

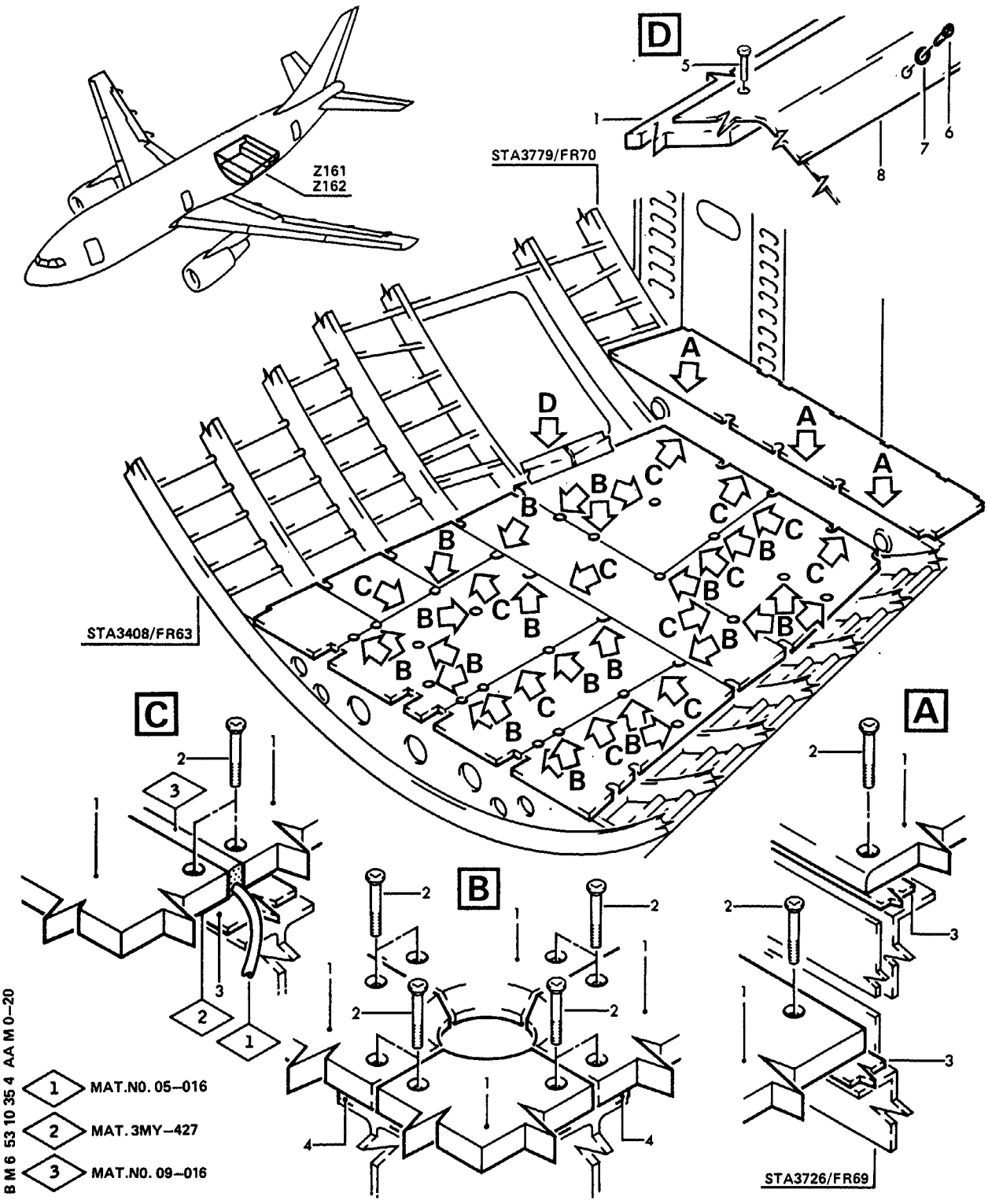
Referenced Procedures

- 51-75-10, P. Block 801	Repair of Paint Coatings
- 53-10-59, P. Block 401	BULK CARGO Compartment Fixed Partition

3. Procedure

A. Job Set-Up
(1)Position access platform and open BULK cargo compartment door.

B. Removal (Ref. Fig. 401)
(1)Remove lower angles from fixed partition (Ref. 53-10-59, P. Block 401).



Floor Panels (Typical)
Figure 401

(2)Remove screws (5, 6), washers (7) and threshold scuff plates (8).
(3)Remove nylon cord and sealant if installed. Record location for installation of new cord and sealant.
(4)Remove attach screws (2) and floor panels (1). Record location of floor panels (1) for subsequent installation.

C. Preparation for Installation

R CAUTION : BE CAREFUL WHEN YOU INSPECT/REPLACE THE SEALING OF THE
R CARGO COMPARTMENT LININGS AND FLOOR PANELS.
R MAKE SURE THAT THE CARGO COMPARTMENTS ARE CORRECTLY SEALED.
R PRESSURE LEAKS THROUGH THE CARGO COMPARTMENT CAN CAUSE
R A DECREASE IN THE PERFORMANCE OF THE FIRE EXTINGUISHING
R SYSTEM, IF A FIRE OCCURS.

R (1)Remove old sealant from floor panels (1), using nonmetallic scraper
R and cleaning agent (Mat. No. 11-003).
R (2)Make sure that the aluminum adhesive tape (Mat. No. 08-052) is in
R good condition. Renew if necessary.
R (3)Make sure that the rubber packing strips (4) (Mat. No. 05-048) are
R not damaged and in place. Renew if necessary.
R (4)Before you install any panel, do an inspection of it for damage.
R (5)Do an inspection of the sealing strips (3) at the floor panels (1).
R (6)Make sure that:
R - there are no gaps between the sealing strips (3),
R - the sealing strips (3) are well bonded at the panels,
R - the sealing strips (3) are flexible,
R - the sealing strips (3) have the same thickness per panel,
R - the surface of the sealing strips (3) is not fractional,
R - no sealing strips (3) are missing or damaged.
R Renew or install sealing strips (3) as necessary.
R (7)Make sure that for the sealing strips (3) Mat. No. 08-005A and not
R 08-005 is used. If necessary, replace Mat. No. 08-005 by 08-005A.
R (8)Clean the contact area where the sealing strips (3) of the panels
R touch the structure, using cleaning agent (Mat. No. 11-003).
R (9)Do an inspection of this structure for integrity and good condition.
R (10)If the structure is damaged, repair or replace it.
R (11)Make sure that the contact areas of the panels at the structure are flat.
R (12)Close any open gaps or holes with sealant (Mat. No. 09-016) and
R make it flat.
R (13)Make sure that, after application and drying of the sealant, the
R contact surfaces are still flat. Rework as necessary.
R (14)Make sure that all fasteners exist and that they are not damaged.
R (15)Check coating of moisture-removing oil (Mat. No. 05-027) on structure
R below floor panels for good condition and renew if necessary
R (Ref. 51-75-10, P. Block 801).

D. Installation (Ref. Fig. 401)
(1)Apply corrosion-preventive paste (Mat. No. 05-002) to
attach screws (2, 5, 6).
(2)Position floor panels (1) and install attach screws (2).
(3)Position nylon cord (Mat. No. 05-016) in gaps as previously recorded.
NOTE : Nylon cord should extend approx. 250 mm (10 in.) beyond
floor panels.
(4)Seal gaps with sealant (Mat. No. 09-016). After application of sealant,
ends of nylon cord must be folded back and pressed into sealant.
(5)Apply moisture-removing oil (Mat. No. 05-027) and corrosion-preventive

compound (Mat. No. 05-005) to all contact surfaces between structure and threshold scuff plates (8).

(6)Install threshold scuff plates (8), washers (7), and screws (5, 6).

(7)Install lower angles of fixed partition (Ref. 53-10-59, P. Block 401).

R (8)After installation of the floor panels (1) and the threshold scuff
R plates (8), make sure that all fasteners are fully tightened.

R (9)After installation, make sure that there are no open gaps or holes
R between the panels or the scuff plates and no open gaps or holes
R between the panels or scuff plates and the structure.

E. Close-Up

(1)Make sure that working area is clean and clear of tools and miscellaneous items of equipment.

(2)Close BULK cargo compartment door and remove access platform.

AFT SECTION AND CATWALK FLOOR PANELS REMOVAL/INSTALLATION

1. Reasons for the Job

A. Inspection of catwalk panels and/or aft section floor panels

B. Access to structure below floor panels

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms, 2.3 m and 3.6 m (7.5 ft. and 11.8 ft.)
B.	Torque Wrench, up to 1 m.daN (7.37 lbf.ft.)
C. Material No. 05-002	Special Materials (Ref. 20-31-00)
D. Material No. 05-027	Special Materials (Ref. 20-31-00)
E. Material No. 08-005	Bonding and Adhesive Compounds (Ref. 20-31-00)
Referenced Procedures	
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-77-10, P. Block 801	Repair of Composite Components

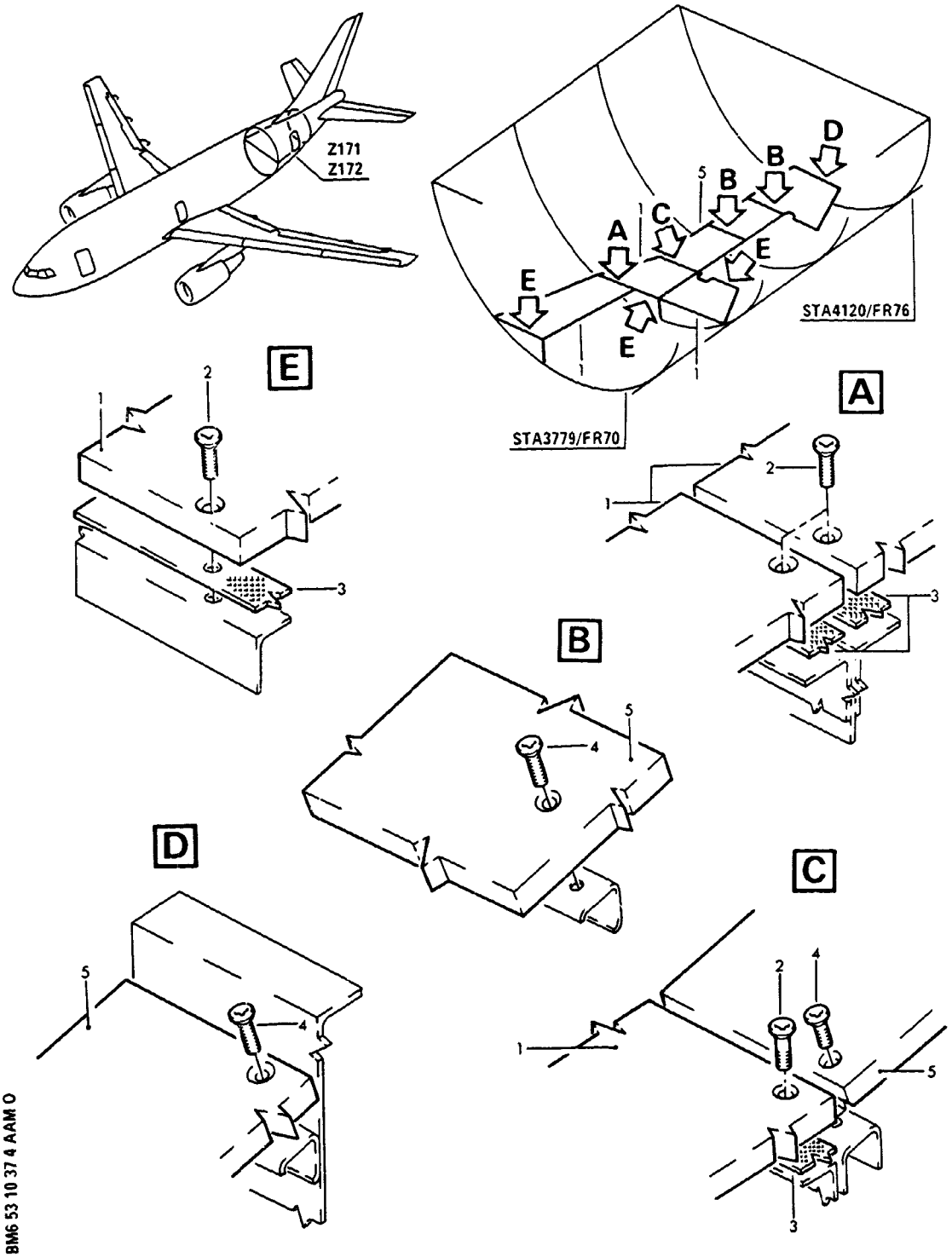
3. Procedures

A. Job Set-Up
(1)Position access platform.
(2)Open BULK cargo compartment door and aft cabin underfloor compartment access door 162AZ, for removal/installation of catwalk panels.
(3)Open access door 312AR, for removal/installation of aft section floor panels, maintenance ladder, maintenance platform, and/or covers between STA4625(FR87) and STA4715(FR89).

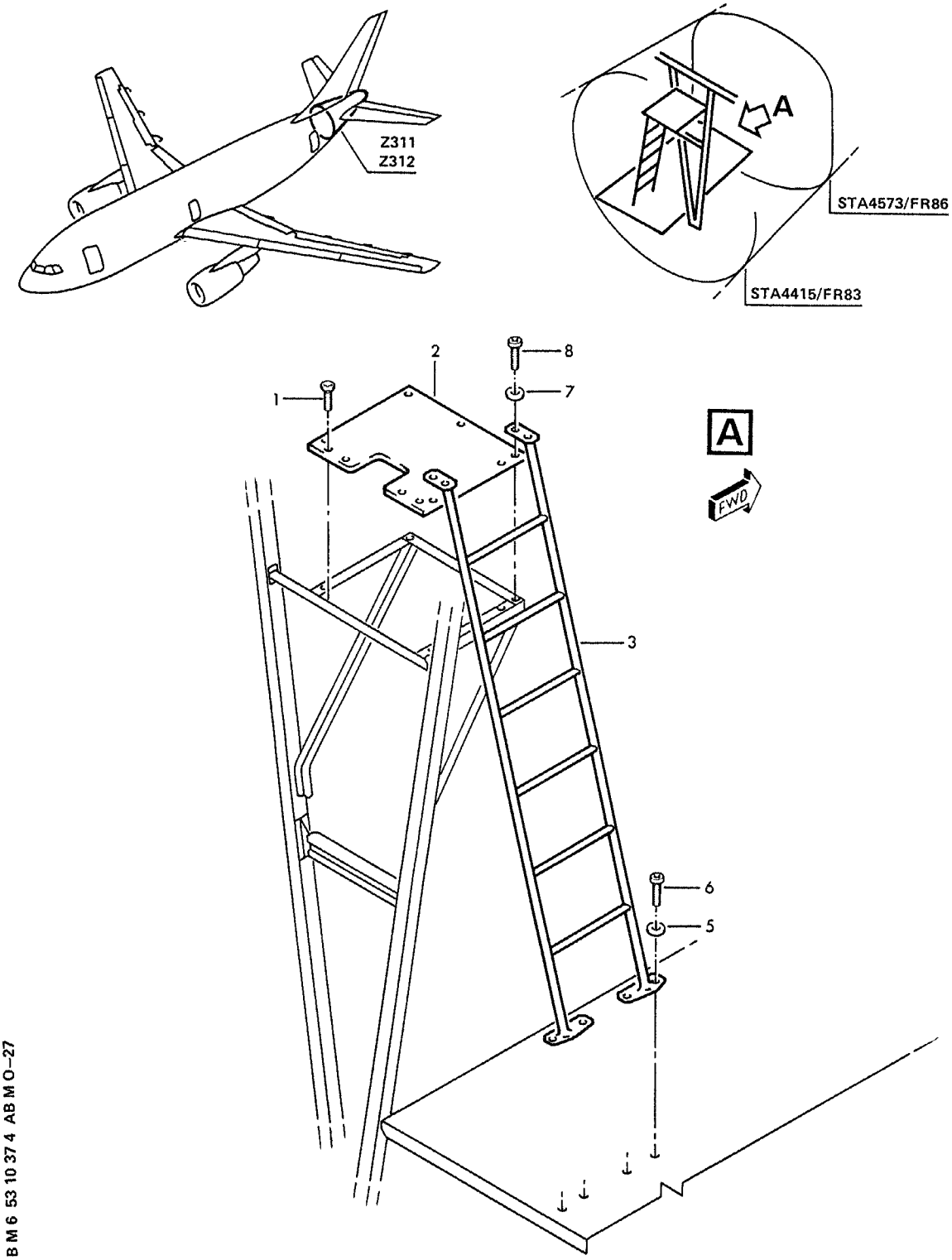
B. Removal
(Ref. Fig. 401)
(Ref. Fig. 402)
(Ref. Fig. 403)
(Ref. Fig. 404)
(Ref. Fig. 405)
(Ref. Fig. 406)
(1)Removal of catwalk panels (Ref. Fig. 401)
(a)Remove screws (4) and panel (5).
(b)Remove screws (2) and panels (1). Record location of panels (1) for subsequent installation.
(2)Removal of maintenance ladder and maintenance platform (Ref. Fig. 402)
(a)Remove screws (1,8,6) and washers (7,5).
(b)Remove maintenance ladder (3) and maintenance platform (2).
(3)Removal of aft section floor panels RH (Ref. Fig. 403)
(a)Remove screws (10), washers (12), cable cover (11) and cable pulley cover (15).
(b)Remove screws (14) and panels (13).
(4)Removal of covers between STA4625(FR87) and STA4715(FR89) (Ref. Fig. 406)
(a)Loosen quick-release fasteners (3).
(b)Remove covers (1,2).
(5)Removal of aft section floor panels LH (Ref. Fig. 404)
(a)Remove screws (24), washers (23) and cover (22).
(b)Remove screws (20) and panels (21).
(6)Removal of maintenance panel between STA4625(FR87) and STA4805(FR91) (Ref. Fig. 405)
(a)Remove bolts (31), washers (32) and remove maintenance panel (33).
(7)Removal of support frame (Ref. Fig. 405)
(a)Remove cotter pins (38), nuts (37), washers (36) and bolts (34).
(b)Remove cotter pins (42), nuts (41), washers (40) and bolts (39).
(c)Remove support frame (44) and bushes (35).

C. Preparation for Installation
(1)Check coating of moisture removing oil (Mat. No. 05-027) for good condition on all structure below all panels and covers removed.
(a)Renew coating of moisture removing oil (Mat. No. 05-027) as necessary (Ref. 51-75-10, P. Block 801).
(2)On structure, in area of catwalk panels (1) STA3779(FR70) to STA3938(FR73), check sealing strips (3) for serviceable condition (Ref. Fig. 401).
(a)Renew sealing strips (3) (Mat. No. 08-005) as necessary.
(3)Check condition of nonslip surfacing on panels, covers and platform.
(a)Repair nonslip surfacing if necessary (Ref. 51-77-10, P. Block 801).

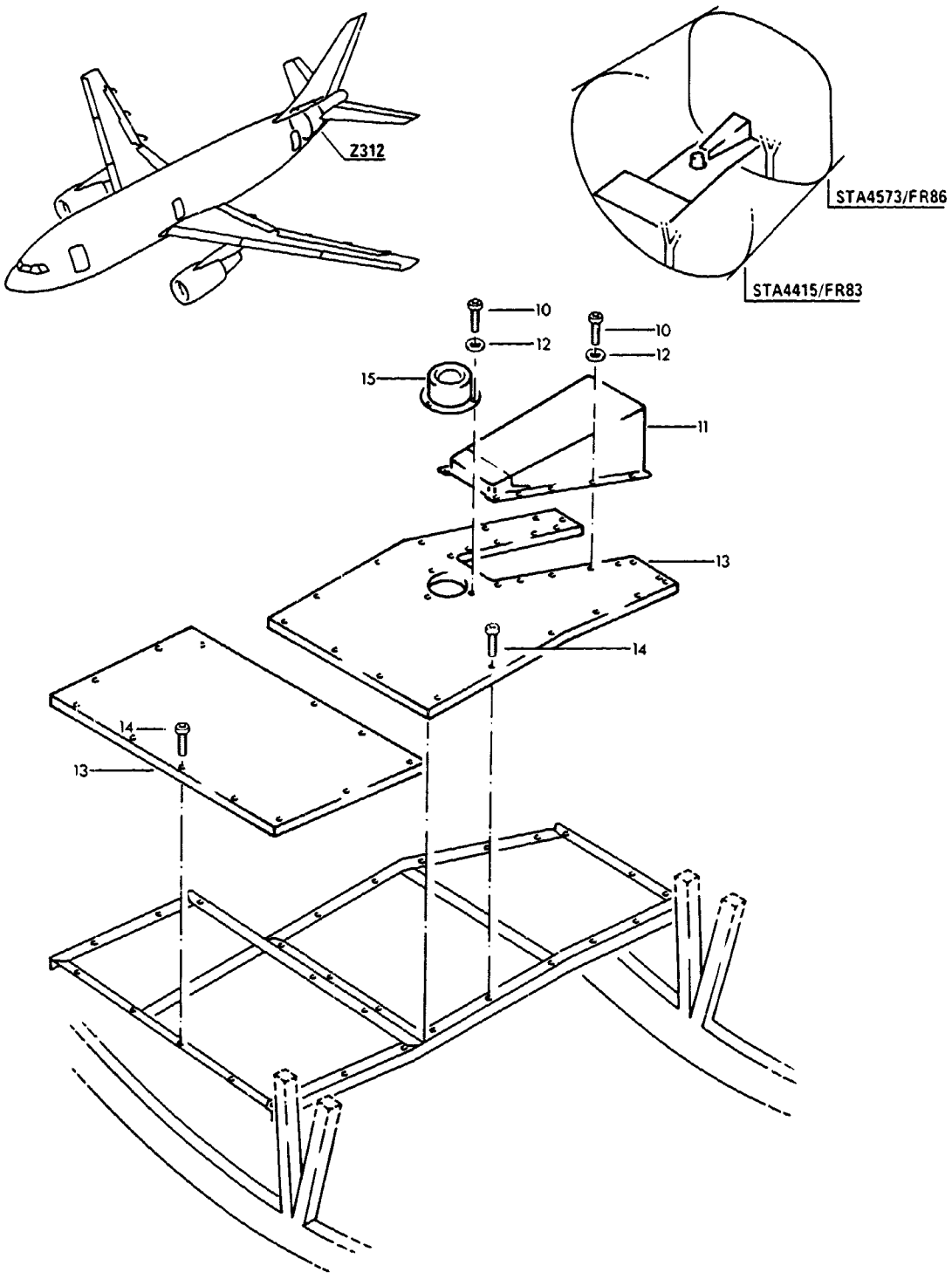
D. Installation
(1)Installation of catwalk panels (Ref. Fig. 401)
(a)Apply corrosion-preventive paste (Mat. No. 05-002) to screws (2, 4).
(b)Position panels (1, 5) and install screws (2, 4).
(2)Installation of aft section floor panels RH (Ref. Fig. 403)
(a)Apply corrosion-preventive paste (Mat. No. 05-002) to screws (10, 14).



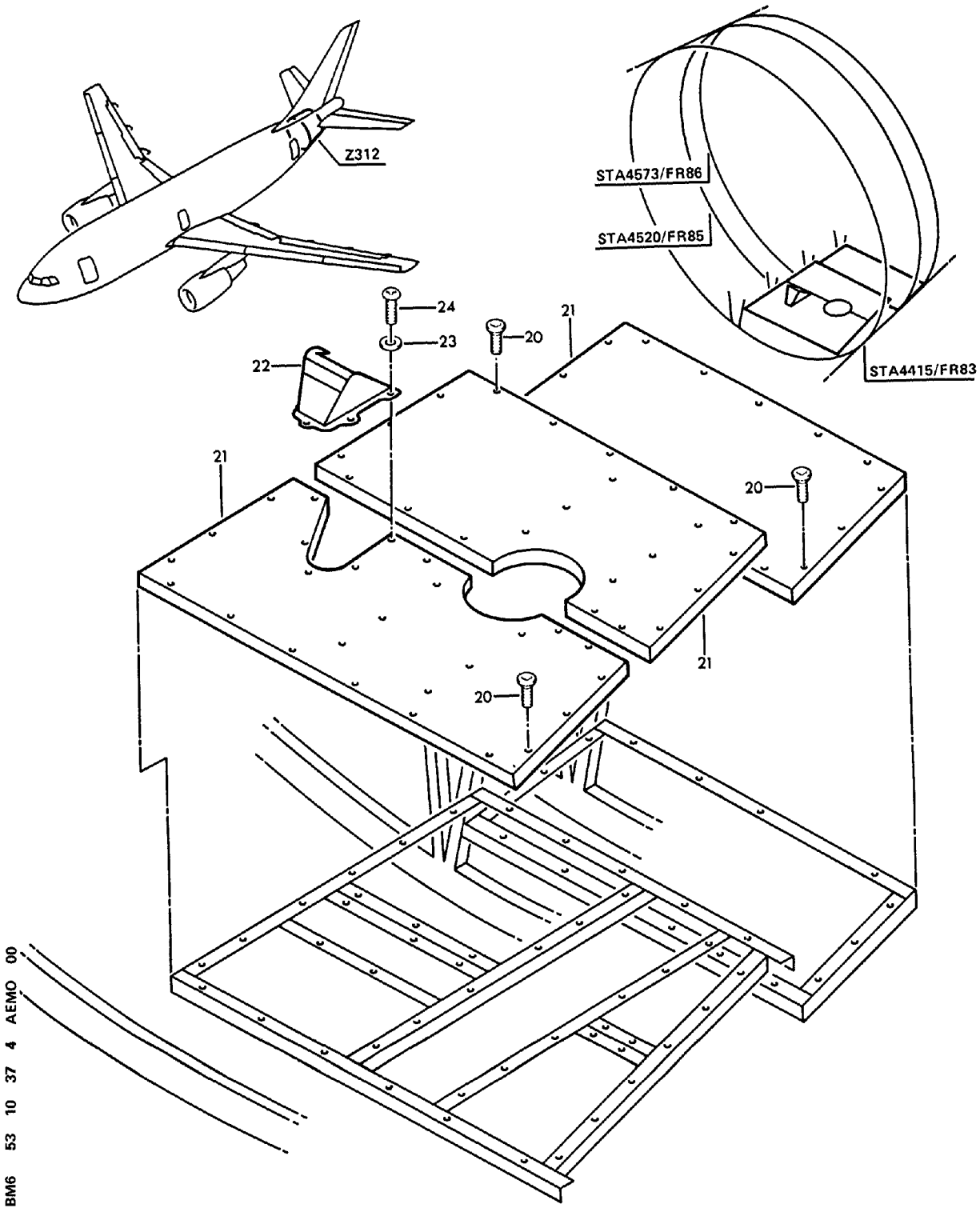
Catwalk Panels
Figure 401



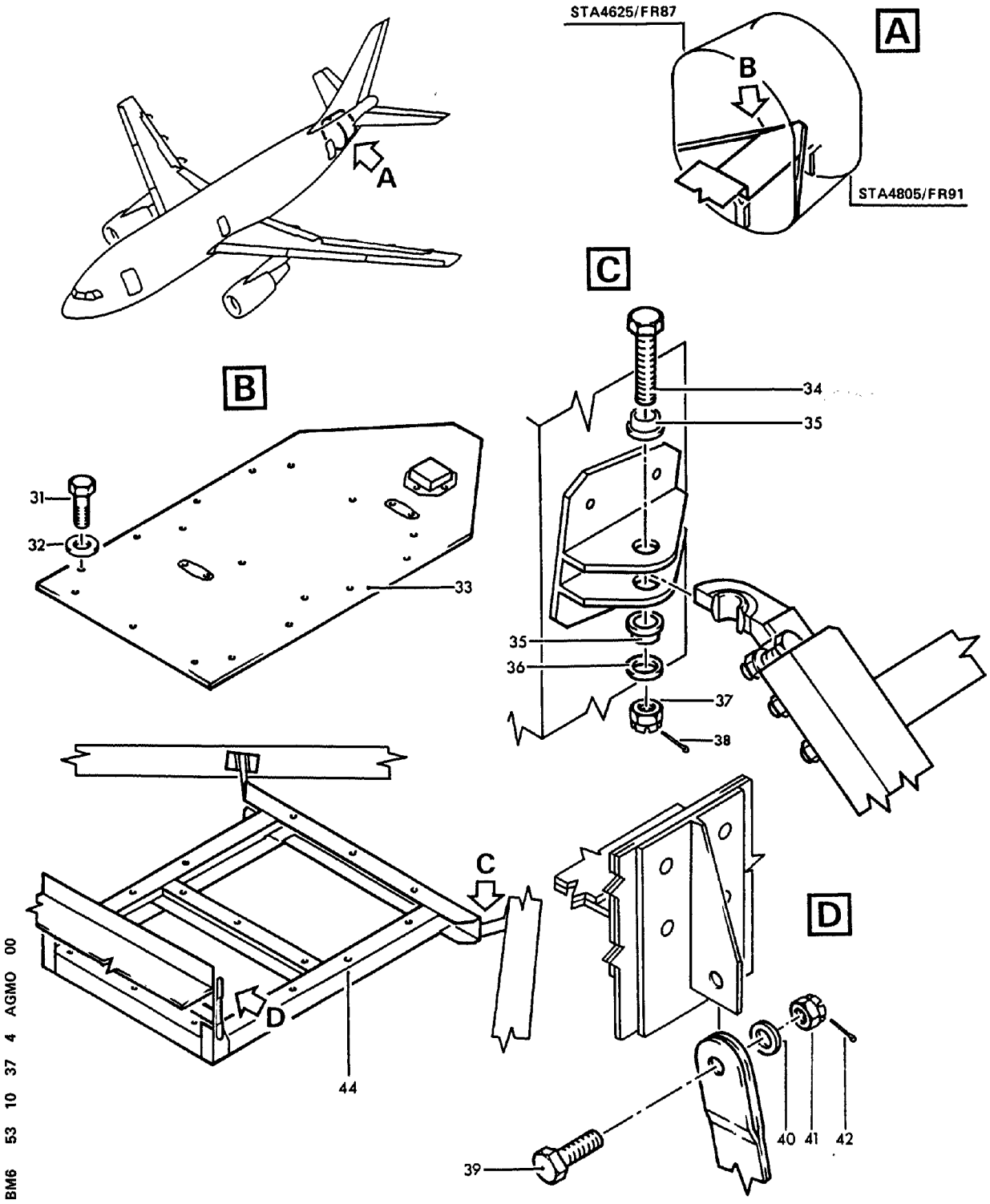
Maintenance Ladder and Maintenance Platform
Figure 402



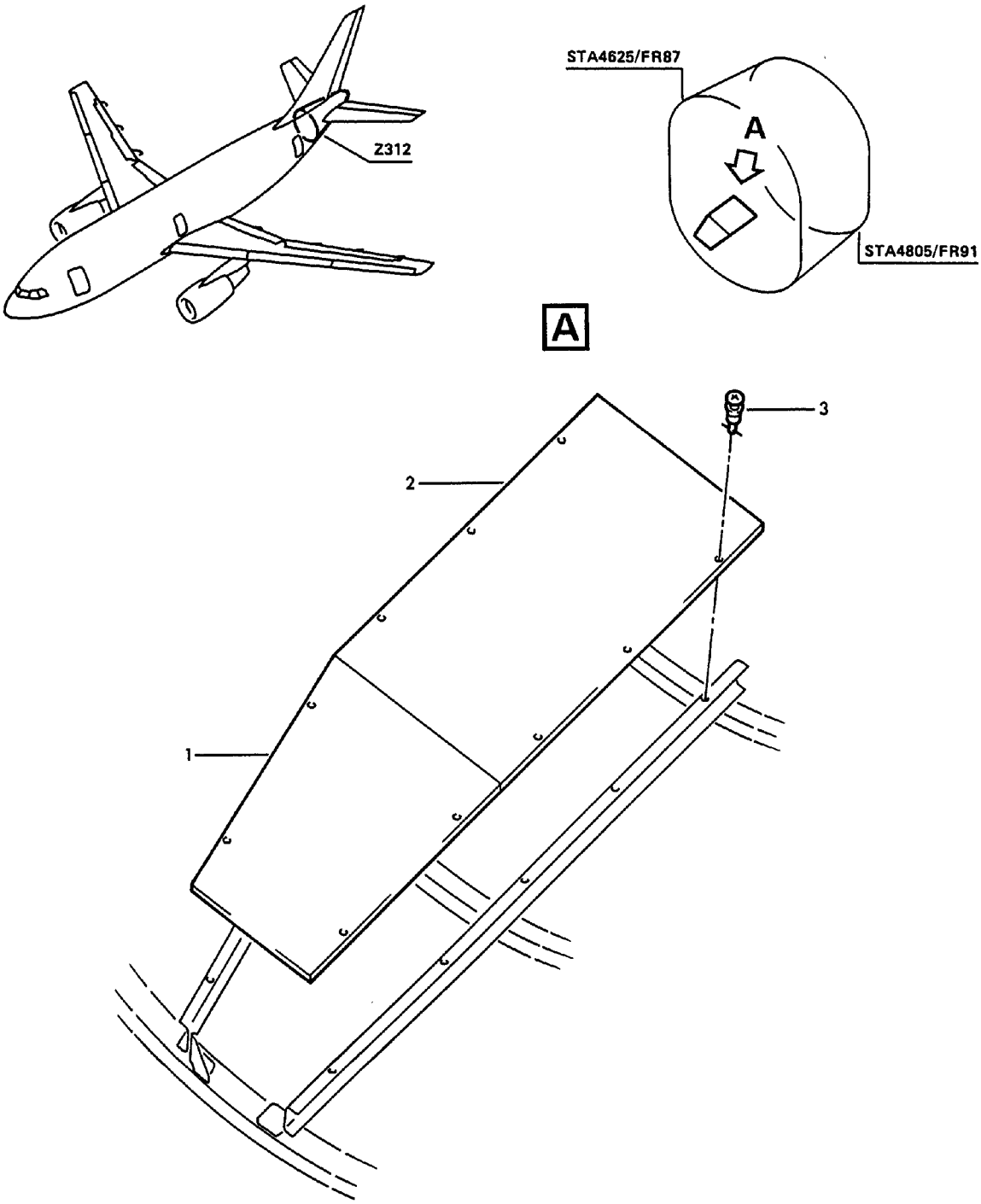
Aft Section Floor Panels RH
Figure 403



Aft Section Floor Panels LH
Figure 404



Maintenance Panel
Figure 405



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Covers
Figure 406

(b)Position panels (13) and install screws (14).
(c)Position cable cover (11) and cable pulley cover (15), and install washers (12) and screws (10).

(3)Installation of maintenance ladder and maintenance platform (Ref. Fig. 402)
(a)Apply corrosion-preventive paste (Mat. No. 05-002) to screws (1,6,8).
(b)Position maintenance platform (2) and maintenance ladder (3).
(c)Position washers (5,7) and install screws (6,8,1).

(4)Installation of covers between STA4625(FR87) and STA4715(FR89) (Ref. Fig. 406)
(a)Position covers (1,2) and attach with quick-release fasteners (3).

(5)Installation of aft section floor panels LH (Ref. Fig. 404)
(a)Apply corrosion-preventive paste (Mat. No. 05-002) to screws (20, 24).
(b)Position panels (21) and install screws (20).
(c)Position cover (22) and washers (23).
(d)Install screws (24).

(6)Installation of support frame between STA4625(FR87) and STA4805(FR91) (Ref. Fig. 405)
(a)Position bushes (35) and support frame (44).
(b)Install bolts (39), washers (40) and nuts (41).
(c)TORQUE nuts (41) to between 0.35 and 0.5 m.daN (31.0 to 44.3 lbf.in.) and safety with cotter pins (42).
(d)Install bolts (34), washers (36) and nuts (37).
(e)TORQUE nuts (37) to between 0.35 and 0.5 m.daN (31.0 to 44.3 lbf.in.) and safety with cotter pins (38).

(7)Installation of maintenance panel between STA4625(FR87) and STA4805(FR91) (Ref. Fig. 405)
(a)Apply corrosion-preventive paste (Mat. No. 05-002) to all bolts and nuts.
(b)Position maintenance panel (33), install washers (32) and bolts (31).

E. Close-Up

(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Close aft cabin underfloor compartment access door 162AZ and BULK cargo compartment door.
(3)Close access door 312AR.
(4)Remove access platform.

SUPPORT STRUTS - DESCRIPTION AND OPERATION

1. General

A. Support struts are located in various compartments and provide structural strength, support and rigidity for the associated crossbeam assemblies.

2. Description

A. Support Struts

(1) The fixed and variable length support struts are of individual length and wall thickness. Attached to either end is a fork- or eye-end fitting which connects the support strut to the structure. The support struts at FR91 (STA4805) are made of aluminum alloy and those that support the floor crossbeams are made of either resin fiber composite or aluminum alloy tubes with alloy end-fittings.

NOTE : For any aircraft mixed application between carbon fiber struts and metal struts is provided. This mixed application is only valid thru A/C Serial No. 580.

CAUTION : IF CARGO COMPARTMENT LININGS ARE DAMAGED, PAY SPECIAL ATTENTION TO SUPPORT STRUTS FOR DAMAGE BEHIND CARGO COMPARTMENT LININGS. FOR REPAIR OF LININGS REFER TO 25-00-00, P. BLOCK 801.

CAUTION : TO PREVENT FURTHER DEGRADATION, MAKE CERTAIN THAT PAINT COATING OF COMPOSITE STRUCTURE IS RESTORED IF DAMAGED (REF. 51-75-10, P. BLOCK 801).

1. Support Struts - Inspection/Check

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Access Platforms, 2.3 to 4.5 m (7.5 to 14.8 ft.)
(2)Material No. 05-027	Special Materials (Ref. 20-31-00)

Referenced Procedures

R **ON A/C 101-200,

- 28-11-36, P. Block 401 Additional Center Tank

R **ON A/C ALL

- 25-00-00, P. Block 801 Equipment/Furnishings
- 51-75-10, P. Block 801 Repair of Paint Coatings
- 52-30-00, P. Block 301 FWD and AFT Cargo Compartment Doors
- 52-34-00, P. Block 1 BULK Cargo Compartment Door
- 53-10-15, P. Block 601 Floor Structure
- 53-10-41, P. Block 601 Support Struts - Fuselage Nose Section
- 53-10-43, P. Block 401 Fuselage Forward Section Support Struts
- 53-10-47, P. Block 401 Fuselage AFT and Tail Section Support Struts

B. Procedure
(1)Job Set-Up
(a)Position access platforms.
(b)Open FWD and AFT cargo compartment door and secure with safety locks (Ref. 52-30-00, P. Block 301).
(c)Open BULK cargo compartment door (Ref. 52-34-00, P. Block 1).
(d)Open access door 313AL.
(e)Remove cargo compartment sidewall panels as required.

R **ON A/C 101-200,

(f)Remove additional center tank, water drains and cavity drains (Ref. 28-11-36, P. Block 401).

R **ON A/C ALL

(2)Inspection
(a)Inspect all support struts between STA836(FR4) and STA2188(FR38.2), between STA3037(FR54.2) and STA4302(FR79) and at STA4805(FR91) for damage. Damage to paint coating only at steel support strut is permissible.
(b)For inspection of support struts between STA836(FR4) and STA1340(FR18) refer to 53-10-41, P. Block 601.
(c)For repair of paint coatings refer to 51-75-10, P. Block 801.
(d)Cracks, dents and/or deformation on support struts are not permitted and require replacement of damaged support struts (Ref. 53-10-43, P. Block 401 and 53-10-47, P. Block 401).
(e)If support struts are damaged, check additional floor structure (Ref. 53-10-15, P. Block 601).

R **ON A/C 001-100,

(3)Close-Up
(a)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(b)Check coating of moisture-removing oil (Mat. No. 05-027), where previously applied, for good condition and renew if necessary (Ref. 51-75-10, P. Block 801).
(c)Close access door 313AL.
(d)Install cargo compartment sidewall panels.
(e)Close BULK cargo compartment door (Ref. 52-34-00, P. Block 1).
(f)Remove safety locks (Ref. 52-30-00, P. Block 301) and close FWD and AFT cargo compartment door.
(g)Remove access platforms.

R **ON A/C 101-200,

(3)Close-Up
(a)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(b)Check coating of moisture-removing oil (Mat. No. 05-027), where pre-

viously applied, for good condition and renew if necessary (Ref. 51-75-10, P. Block 801).

(c) Close access door 313AL.

(d) Install additional center tank, water drains and cavity drains (Ref. 28-11-36, P. Block 401).

(e) Install cargo compartment sidewall panels.

(f) Close BULK cargo compartment door (Ref. 52-34-00, P. Block 1).

(g) Remove safety lock (Ref. 52-30-00, P. Block 301) and close FWD and AFT cargo compartment door.

(h) Remove access platforms.

1. Reason for the Job

A. Replacement of, one or more of the struts.
NOTE : It is recommended that only one strut be removed at a time so as to prevent possible buckling of the aircraft structure.

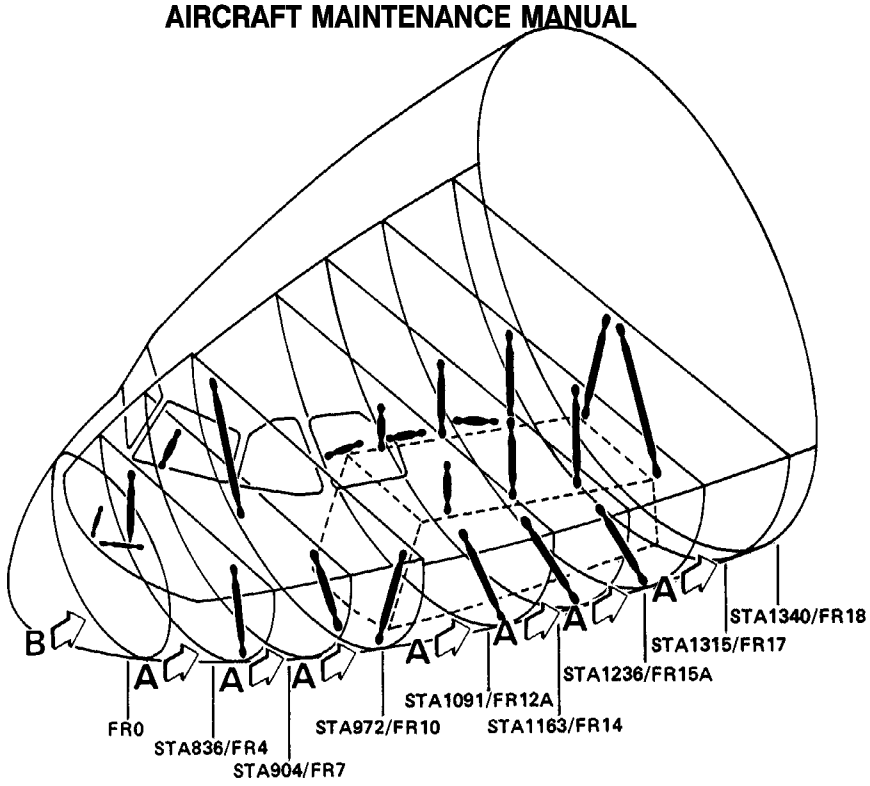
2. Equipment and Materials

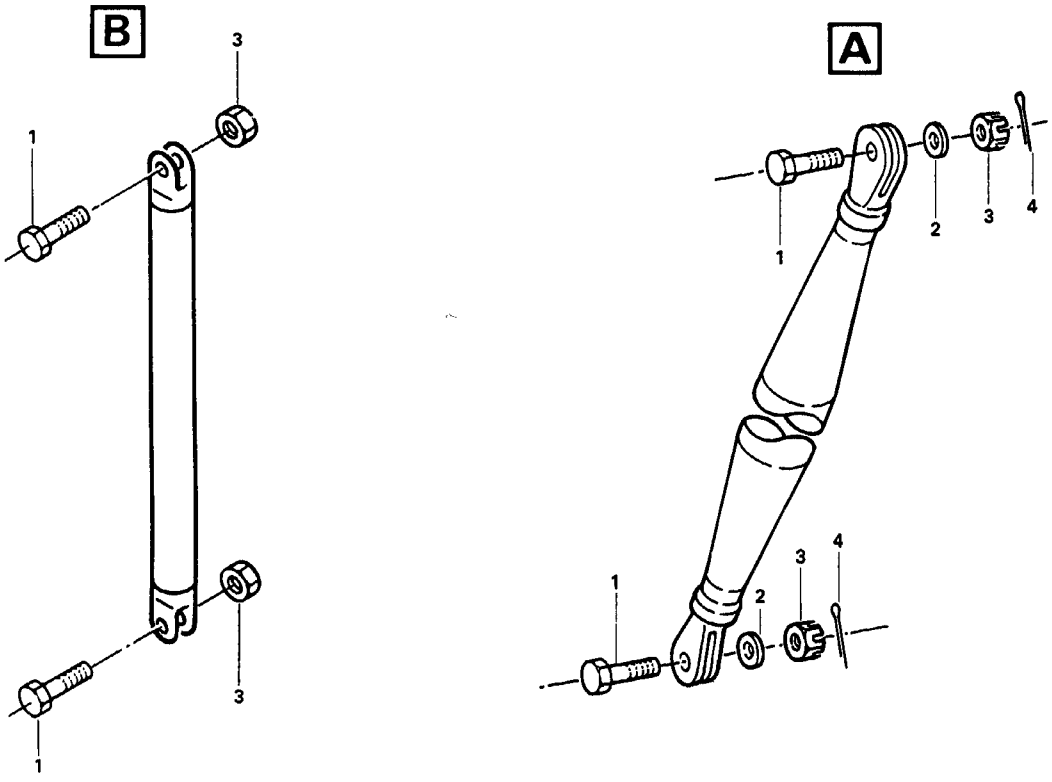
	ITEM	DESIGNATION
	A.	Access Platform 2.8 m (9 ft. 2 in.)
	B. 98A53003010000	Measuring Rule - Onboard Rod
	98A53003010041	Measuring Rule - Onboard Rod Center-To-Center Distance (sub assy of 98A53003010000) Min. 470 mm (18.504 in.); Max. 700 mm (27.56 in.).
	98A53003010042	Measuring Rule - Onboard Rod Center-To-Center Distance (sub assy of 98A53003010000) Min. 690 mm (27.165 in.); Max. 11000 mm (43.307 in.).
	98A53003010040	Measuring Rule - Onboard Rod Center-To-Center Distance (sub assy of 98A53003010000) Min. 1500 mm (59.055 in.); Max. 2250 mm (88.582 in.).
R	98A53003010046	Measuring Rule - Onboard Rod Center-To-Center Distance (sub assy of 98A53003010000) Min. 1000 mm (39.37 in.); Max. 1510 mm (59.44 in.).

3. Procedure

A. Job Set-Up
(1)Position access platform at forward cargo compartment door (811).
(2)Open forward cargo compartment door (811).
(3)Open avionics compartment access door (132AZ).

B. Removal (Ref. Fig. 401)
NOTE : For removal/installation of support struts at FR0 (detail B), disregard washers (2) and cotter pins (4) as not applicable.
(1)Remove clamps attaching accessories to support struts, where required.
(2)Remove cotter pins (4) from support strut upper and lower attach fasteners.
(3)Remove nuts (3), washers (2) and bolts (1).
(4)Remove support struts.





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Support Struts - Fuselage Nose Section
Figure 401

C. Preparation of Replacement Component
(1)Make certain that replacement component is identical to removed component.
(2)Using the rule P/N 98A53003010000, note center-to-center distance of support strut.
(3)Drill and ream the support strut as per following sizes ; considering the center-to-center distance noted in Para. (2) above :

OPERATION	DIAMETER	
	mm	in
Reaming, Final Dia.	7.9	0.3110

(4)Chamfer each side of hole : 0.5 mm x 45° (0.196 in. x 45°) chamfer.
(5)Blow out holes with compressed air to remove swarf.

D. Installation (Ref. Fig. 401)
(1)Install support strut and line up end fitting bores with aircraft structure mating bores.
(2)Install bolts (1) without forcing them.
(3)Install washers (2) and nuts (3). Do not fully tighten nuts at this stage.
(4)Fully tighten nuts (3).
(5)Install cotter pins (4)in nuts (3).
(6)Install previously removed clamps attaching accessories to support struts.

E. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Close avionics compartment access door (132AZ).
(3)Close forward cargo compartment door (811).
(4)Remove access platform.

1. Support Struts - Inspection/Check

A. Reason for the Job
Visual check of support strut condition, under floor, on nose landing gear well structure and on forward pressure bulkhead.

B. Equipment and Materials

ITEM	DESIGNATION
(1)	Access Platform 2.30 to 4.20 m (7.50 to 13.80 ft.)
(2)	Warning Notices
(3)Material No. 05-027	Special Materials (Ref. 20-31-00)
Referenced Procedures	
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 53-10-41, P. Block 401	Support Struts - Fuselage Nose Section

2. Procedure

A. Job Set-Up
(1)Position access platform at FWD cargo compartment door.
(2)Open FWD cargo compartment door and secure with safety locks (Ref. 52-30-00, P. Block 301).

B. Inspection/Check
Check visually that welded joints in support struts at following locations do not show evidence of cracks, that the support struts are not bent and are correctly attached.
(1)At frame 17
(2)Above nose gear well
(3)On side walls of nose gear well
(4)In fuselage nose section
(5)In radar antenna reinforcing zone.
Damage to paint coating only is permissible.

C. Approved Repairs
No defect is permitted on support struts between STA766/FR1 and STA1340/FR18, therefore
- any bending of support strut body
- any bending of crack of support strut end fittings
- any crack on the support strut
require a replacement of the defective item (Ref. 53-10-41, P. Block 401).

D. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Check coating of moisture-removing oil (Material No. 05-027), where

previously applied, for good condition and renew if necessary (Ref. 51-75-10, P. Block 801).

(3) Remove safety locks (Ref. 52-30-00, P. Block 301) and close FWD cargo compartment door.

(4) Remove access platform.

SUPPORT STRUTS, SECTION 13 TO 14 - REMOVAL/INSTALLATION

NOTE : Removal and installation of the support struts in sections 13 and 14 are identical, other than having opposite position.

1. Reason for the Job

A. Removal and installation is normally required for repair and/or replacement of a component.
Components should only be removed when repair of replacement can be accomplished.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 2.6 m (8.5 ft.)
R B. 98A53208671000	Drilling and Reaming Jig
C. Material No. 04-004	Common Greases (Ref. 20-31-00)

Referenced Procedures

- 25-54-10, P. Block 201	FWD Cargo Compartment Lining
- 52-30-00, P. Block 1	Cargo Compartment Doors
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 53-10-53, P. Block 401	Avionics Compartment - Fixed Partition

3. Procedure

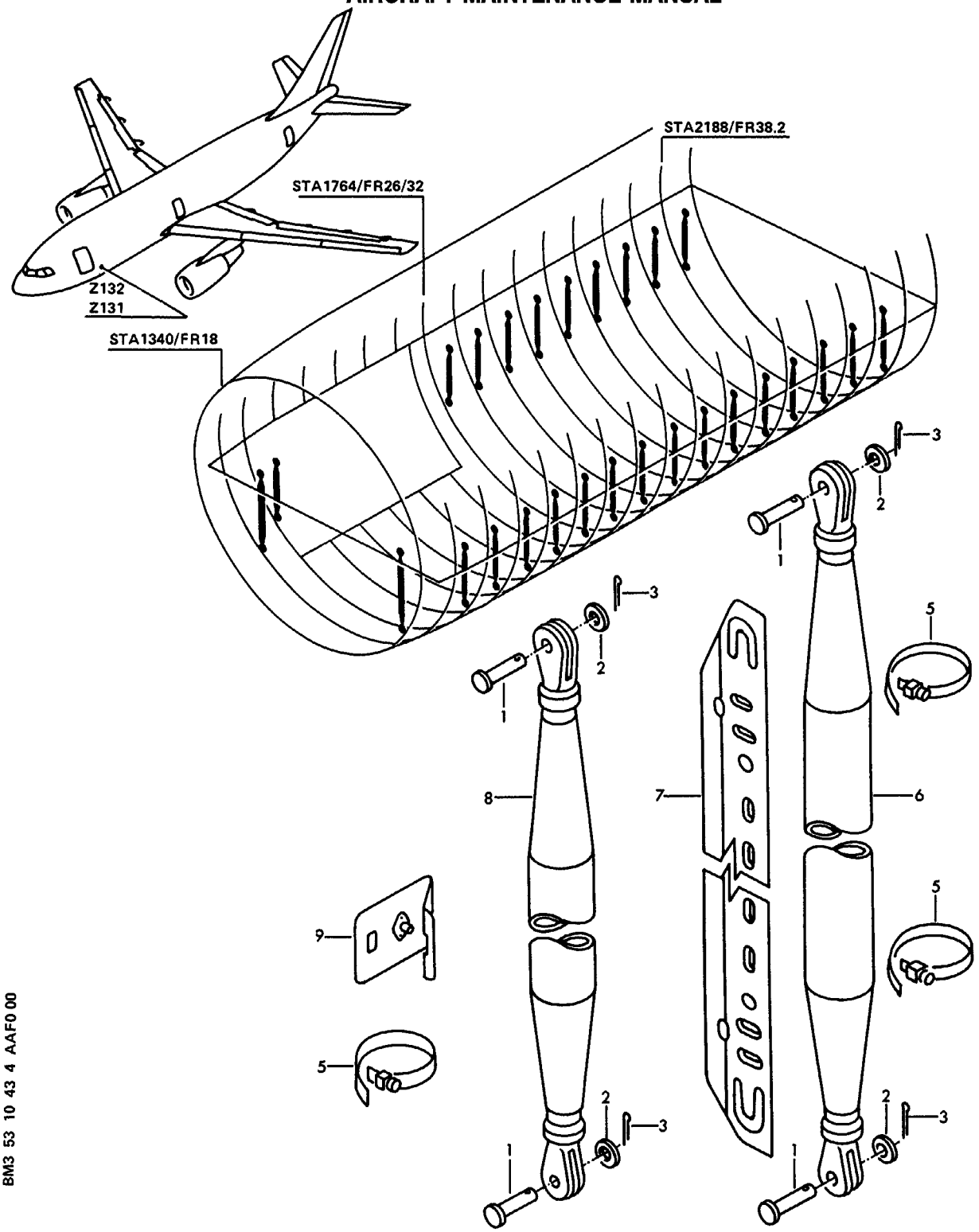
NOTE : The support struts (6), (8) can be made of metal or fiber-reinforced plastics. The removal and installation procedures are the same.

A. Job Set-Up

(1)Position access platform.
(2)Open FWD cargo compartment door (Ref. 52-30-00, P. Block 1) and install door actuator safety lock to FWD cargo compartment door actuator (Ref. 52-30-00, P. Block 301).
(3)Remove cargo compartment sidewall panels (Ref. 25-54-10, P. Block 201).
(4)Disconnect potable water pipe, water waste drain line and air conditioning pipes from brackets at support struts (6),(8) LH, and remove brackets from support struts (6),(8).
(5)Disconnect air conditioning pipe from brackets at support struts (6),(8) STA2135/FR38.1 and STA2188/FR38.2, RH, and remove brackets from support struts (6),(8).
(6)Gain access to support strut (6),(8) at STA1446/FR20, RH, by removing lining from avionic compartment partition (Ref. 53-10-53, P. Block 401).
(7)To gain access to upper bolt (1) of support strut attachment at STA1764/FR26/32, RH, drill out existing rivets from cargo compartment lining support bracket for disconnection.

B. Removal

CAUTION : ONLY ONE SUPPORT STRUT (6), (8) MAYBE REMOVED AT ONE TIME.
(Ref. Fig. 401)
(1)Remove cotter pins (3) of upper and lower support struts (6),(8)



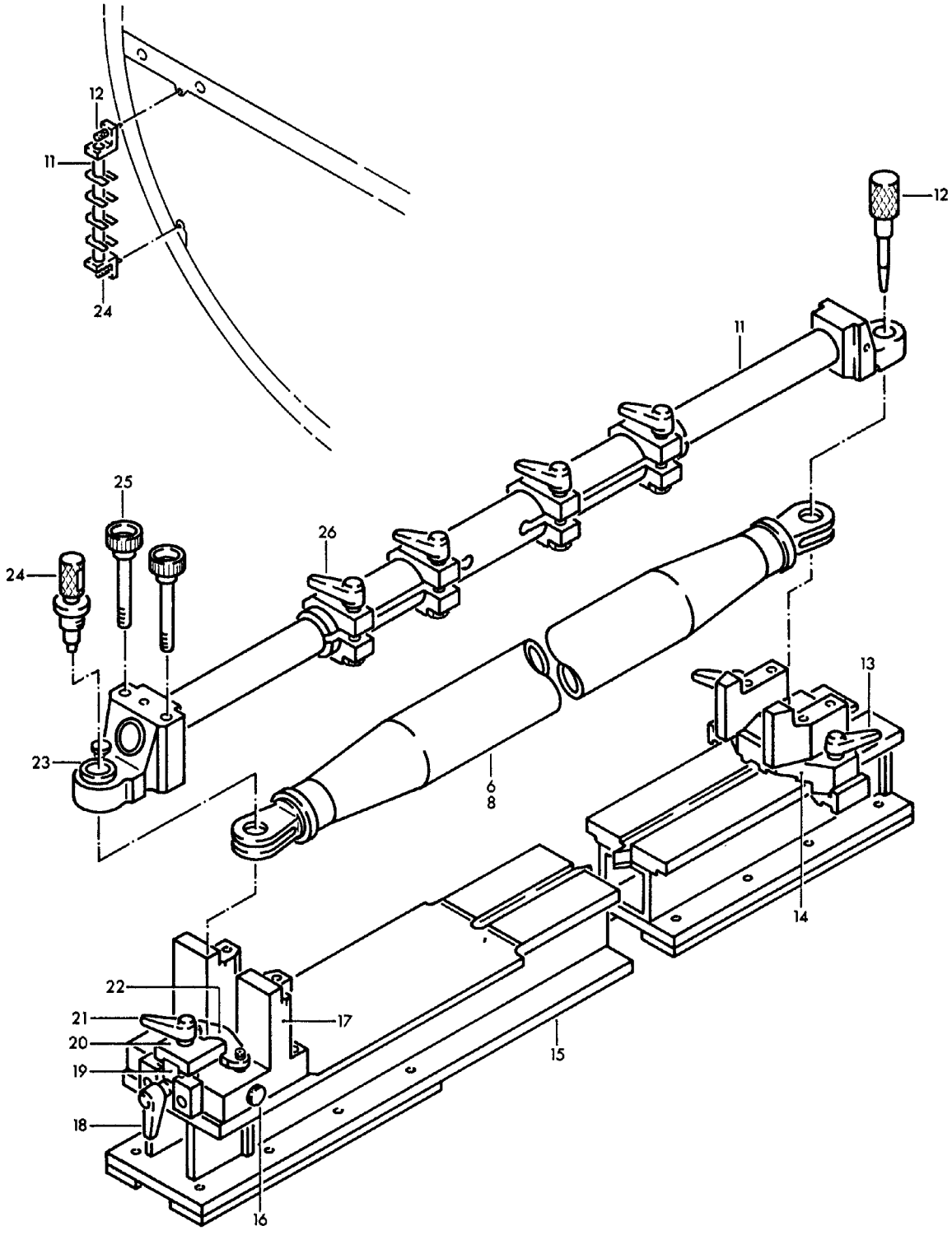
Typical Removal of Support Struts - Sections 13 to 14
Figure 401

R

attachments.
(2)Remove washers (2) and bolts (1).
(3)Remove support struts (6),(8) from fittings of structure.
(4)Loosen clamps (5).
(5)Remove lining strips (7) and brackets (9) from support struts (6),(8).

C. Preparation for Installation
(Ref. Fig. 402)
(Ref. Fig. 403)
(1)Prior to the installation of new support struts proceed as follows:
(a)Check that Part No. of removed and replacement component are identical.
(b)Determine the real distance between the center lines of holes of the support strut fork-ends.
(c)Position the drilling gage (11) between upper and lower fuselage attachment fittings in the aircraft.
(d)Adjusting the length of the drilling gage (11) and insert the appropriate rigging pins (12),(24).
(e)Tighten the clamping levers (26) and check that the rigging pins (12),(24) can be moved easily.
(f)Position the locked drilling gage (11) on the drilling jig (15) with clamping screws (25) at the fixed end (17) and rigging pin (12) at the sliding support (14).
(g)Adjust the sliding support (14) so that the rigging pin (12) move easily and lock the clamping levers (13).
(h)Remove the drilling gage (11), clamping screws (25) and rigging pin (12) from the drilling jig (15).
(i)Loosen the clamping levers (18),(21).
(j)Loosen both knurled screws (16) and lift the high adjustable support plate (22).
(k)Insert the new support strut (6),(8) into the drilling jig (15), with the high adjustable support plate (22) between the clevis flanges.
(l)Replace the drilling gage (11) on the drilling jig (15), insert clamping screws (25) and fasten, and position support strut (6, 8) with rigging pin (12).
(m)Press and centralize the support strut (6),(8) with prism (20) at the upper support strut clevis flange and lock with clamping lever (21).
(n)Depress the holding down device (19) on the lower support strut clevis flange and lock with clamping lever (18).
(o)Fasten knurled screws (16). Ensure that the high adjustable support plate (22) has contact with the upper strut clevis flange.
(p)Carry out the drilling and reaming procedure following the specified sequence. Using the appropriate size bushes. The dimensions of holes are given in the drilling and reaming table.
(q)Chamfer each hole.
(r)Clean support strut and hole bores with compressed air.

D. Installation
(1)Position support struts (6),(8).
(2)Lubricate and insert bolts (1) use grease (Material No. 04-004).
(3)Install washers (2) to bolts (1).



Drilling and Reaming Jig for Support Struts
Figure 402

STRUT POSITION STA/FR	DRILL REAM JIG PART NO.	HOLE DIAMETER TOP AND BOTTOM					
		DRILL DIA		1st REAM		FINAL REAM	
		mm	in	mm	in	mm	in
1393/19 LH + RH 1446/20 LH		8,5	0.3346	10,9	0.4291	11,113 to 11,135	0.4375 to 0.4384
1446/20 RH		9,3	0.3661	12,5	0.4921	12,7 to 12,727	0.4999 to 0.5011
1499/21 LH to 1764/26/32 LH	98A53208671000	8,5	0.3346	10,9	0.4291	11,113 to 11,135	0.4375 to 0.4384
1764/26/32 RH		9,3	0.3661	12,5	0.4921	12,7 to 12,727	0.4999 to 0.5011
1817/33 to 2188/38.2 LH + RH		8,5	0.3346	10,9	0.4291	11,113 to 11,135	0.4375 to 0.4384

BM6 53 10 43 4 AEM0 01

Drilling and Reaming Table
Figure 403

R

(4)Secure bolts (1) with cotter pins (3).
(5)Attach lining strips (7) and brackets (9) for attaching cargo compartment lining by means of clamps (5).
(6)Install brackets on support struts (6), LH. Connect potable water pipe, water waste drain line and air conditioning pipes to brackets.
(7)Install brackets on support struts (6),(8) STA2135/FR38.1 and STA2188/FR38.2, RH. Connect air conditioning pipe to brackets.
(8)Install lining on avionic compartment partition at STA1446/FR20, RH (Ref. 53-10-53, P. Block 401).
(9)Install cargo compartment lining support bracket at STA1764/FR26, RH, using rivets.

E. Test
Not applicable

F. Close-Up
(1)Check installation location for foreign objects.
(2)Attach cargo compartment lining (Ref. 25-54-10, P. Block 201).
(3)Remove door actuator safety lock (Ref. 52-30-00, P. Block 301).
(4)Close FWD cargo compartment door (Ref. 52-30-00, P. Block 1).
(5)Remove access platform.

FUSELAGE AFT AND TAIL SECTIONS SUPPORT STRUTS REMOVAL/INSTALLATION

CAUTION : TO AVOID POSSIBLE DISTORTION OF STRUCTURE, ONLY ONE SUPPORT STRUT (4) MAY BE REMOVED AT ONE TIME.

CAUTION : IF ALL SUPPORT STRUTS (49) ARE TO BE REMOVED, TWO STRUTS P/N 98A27407568001 MUST BE INSTALLED (Ref. 53-10-88, P. BLOCK 401).

NOTE : For any aircrafts mixed application between carbon fiber struts and metal struts is provided. This mixed application is only valid thru A/C Ser. No. 580.

1. Reason for the Job

A. Removal and installation of the following:
(1)Support struts
(2)Fuel line brackets

2. Equipment and Materials

	ITEM	DESIGNATION
	A.	Access Platforms, 2.30 m (7.50 ft.) and 4.20 m (13.80 ft.)
	B. 98A27407568001	Strut - Distance, Frame 91
R	C. 98A53208671000	Drilling and Reaming Jig
	D.	Corrosion-Resistant Steel Lockwire, 1.6 mm (0.06 in.) dia.
	E.	Cotter Pins
	F.	Torque Wrench, up to 11 m.daN (81.13 lbf.ft.)
	** ON METAL SUPPORT STRUTS (4)	
	G. Not applicable	
	** ON RESIN FIBER COMPOSITE SUPPORT STRUTS (4)	
	G. Material No. 04-001	Common Greases (Ref. 20-31-00)
	** ON ALL SUPPORT STRUTS	
	H. Material No. 05-002	Special Materials (Ref. 20-31-00)
	J. Material No. 05-005	Special Materials (Ref. 20-31-00)
	K. Material No. 05-048	Special Materials (Ref. 20-31-00)
	L. Material No. 08-018	Bonding and Adhesive Compounds (Ref. 20-31-00)
	Referenced Procedures	
	- 20-28-11, P. Block 1	Electrical Bonding
	- 25-55-10, P. Block 201	AFT Cargo - Compartment Linings
	- 25-56-00, P. Block 1	BULK Cargo Compartment

R **ON A/C 101-200,

- 28-11-36, P. Block 401 Additional Center Tank

R **ON A/C ALL

- 28-13-00, P. Block 501 External Ventilating System
- 52-30-00, P. Block 301 FWD and AFT CARGO Compartment Doors
- 53-10-88, P. Block 401 Fuselage Aft Section Fittings
- 55-10-11, P. Block 501 Trimmable Horizontal Stabilizer

3. Procedure

R **ON A/C 001-100,

A. Job Set-Up
(1)Position access platforms.
(2)Open AFT cargo compartment door and secure with safety lock (Ref. 52-30-00, P. Block 301).
(3)Remove sidewall panels in AFT cargo compartment (Ref. 25-55-10, P. Block 201).
(4)Open BULK cargo compartment door.
(5)Remove sidewall panels in BULK cargo compartment (Ref. 25-56-00, P. Block 1).
(6)Open access door 313AL.

R **ON A/C 101-200,

A. Job Set-Up
(1)Position access platforms.
(2)Open AFT cargo compartment door and secure with safety lock (Ref. 52-30-00, P. Block 301).
(3)Remove sidewall panels in AFT cargo compartment (Ref. 25-55-10, P. Block 201).
(4)Remove additional center tank in AFT cargo compartment (Ref. 28-11-36, P. Block 401).
(5)Open BULK cargo compartment door.
(6)Remove sidewall panels in BULK cargo compartment (Ref. 25-56-00, P. Block 1).
(7)Open access door 313AL.

R **ON A/C ALL

B. Removal

** ON SUPPORT STRUTS (4)

(Ref. Fig. 401)
(Ref. Fig. 402)
(Ref. Fig. 403)
CAUTION : ONLY ONE SUPPORT STRUT (4) MAY BE REMOVED AT ONE TIME.
(1)Remove supports struts between STA3037(FR54.2) and STA4302(FR79) (Ref. Fig. 401).
(a)Remove all clamps, if installed, from support strut (4).
(b)Remove bolts (11) and washers (10) from bracket (8 or 9) if installed.
(c)Remove cotter pins (1), nuts (2), washers (3), bolts (5, 6), washer (7) and support strut (4).
(2)Remove brackets (Ref. Fig. 401).
(a)Loosen screws (15), remove clamps (14) and bracket (8 or 9) from support strut (4).
(b)Remove screws (13), washers (12) and packing (18) from bracket (8 or 9).

** ON RESIN FIBER COMPOSITE SUPPORT STRUTS (4)

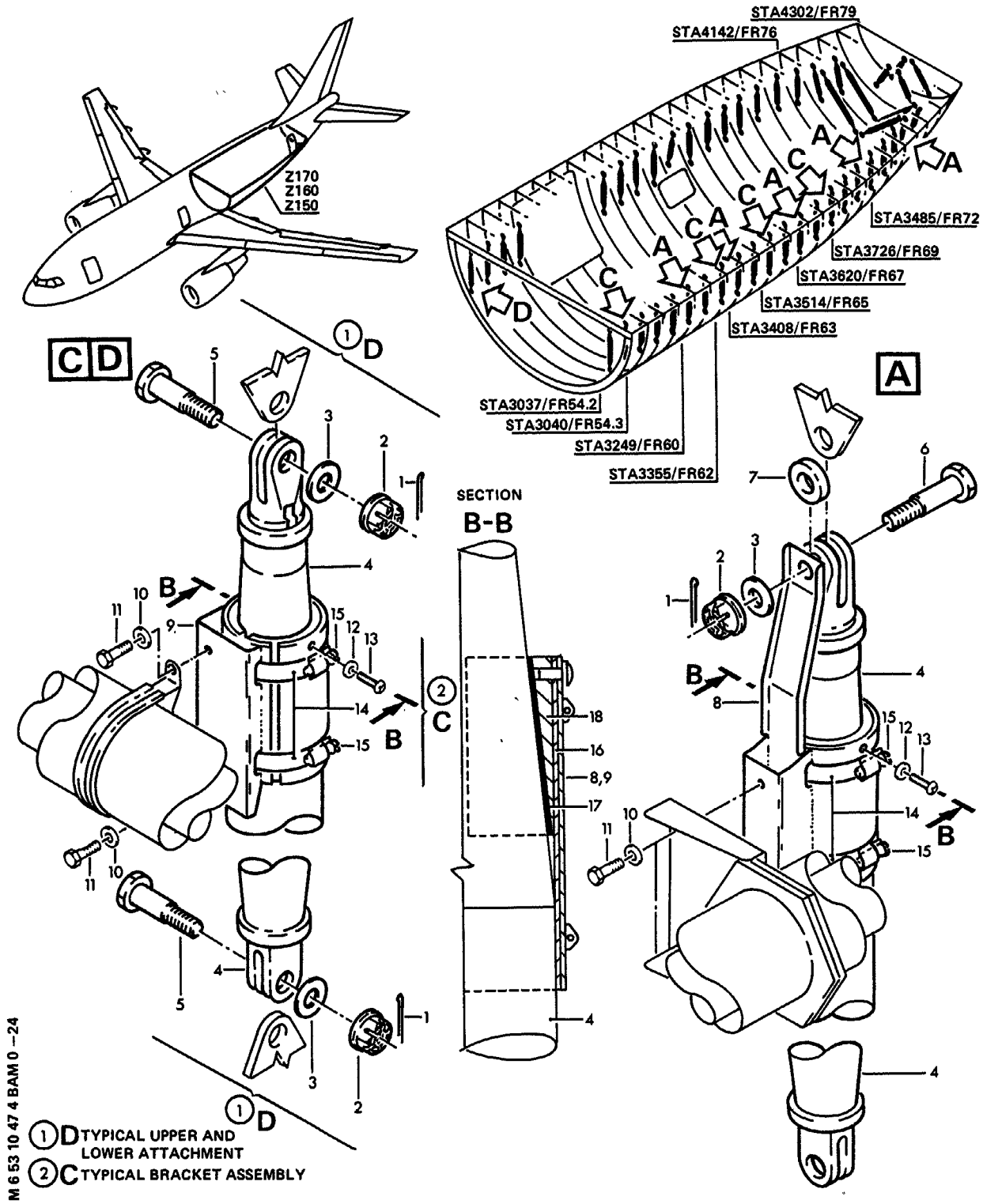
CAUTION : ONLY ONE SUPPORT STRUT (4) MAY BE REMOVED AT ONE TIME.
(2)Remove support struts between STA3037(FR54.2) and STA4302(FR79) (Ref. Fig. 402).

(a)Remove all clamps, if installed, from support strut (4).
(b)Remove bolts (27), washers (26) from bracket (30 or 31) if installed.
(c)Remove cotter pins (20), nuts (21), washers (23) if installed, washers (24), bolts (25, 33), washers (22) and support strut (4).
(2)Remove brackets (Ref. Fig. 402).
(a)Loosen screws (29), remove clamps (28) and bracket (30 or 31) from support strut (4).

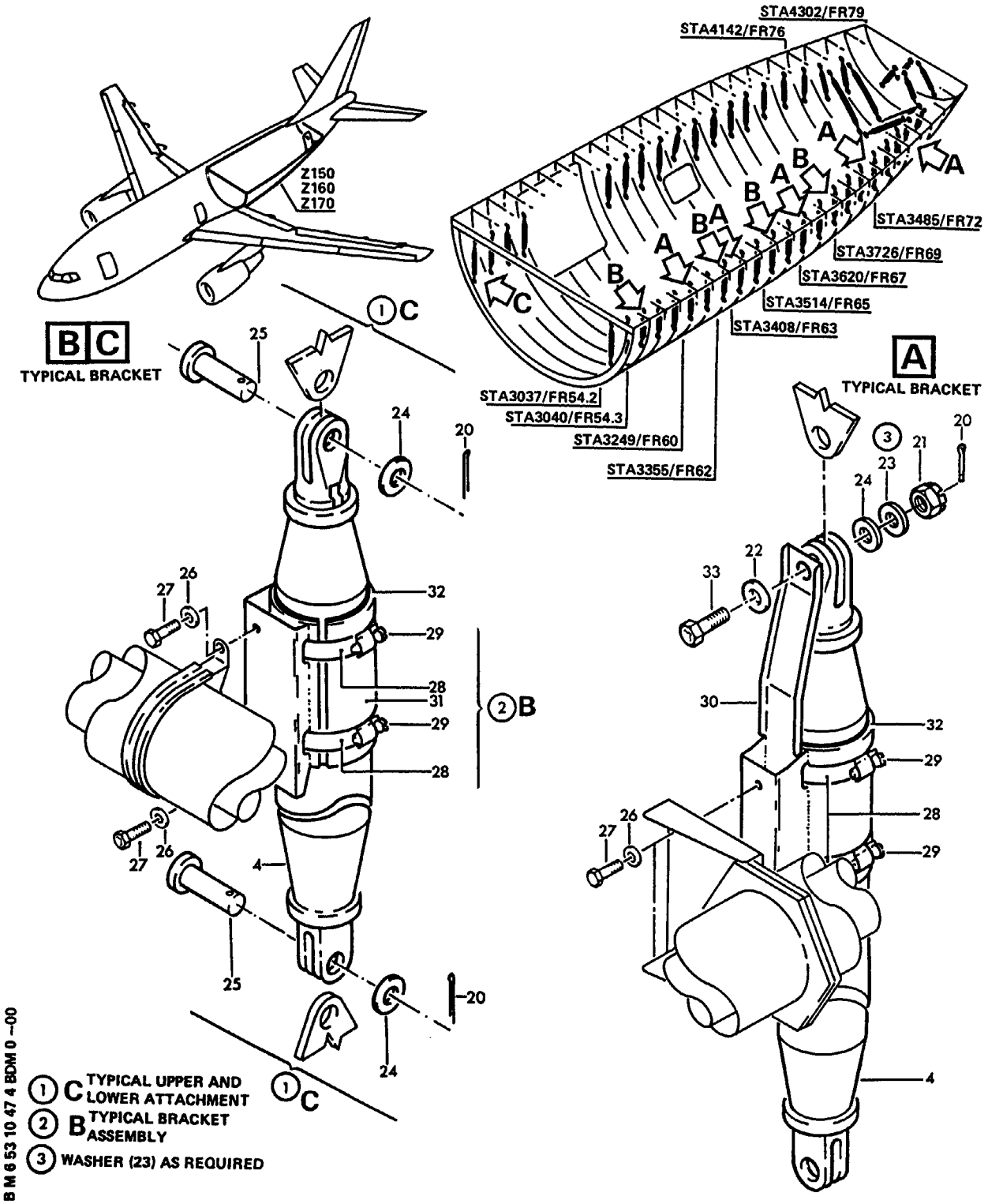
** ON SUPPORT STRUTS AT STA4805(FR91)

CAUTION : IF ALL SUPPORT STRUTS (49) ARE TO BE REMOVED, TWO STRUTS P/N 98A27407568001 MUST BE INSTALLED (Ref. 53-10-88, P. BLOCK 401).
(3)Remove support struts at STA4805(FR91) (Ref. Fig. 403).
(a)Remove nuts (40), washers (41), screws (42) and bonding straps (43).
(b)Remove lockwire, release locknuts (48) and release tension on support struts (49).
(c)Remove cotter pins (44), nuts (45), washers (46), bolts (47), washers (38 and/or 39) if installed and support struts (49).
(d)Install strut P/N 98A27407568001 if necessary (Ref. 53-10-88, P. Block 401).

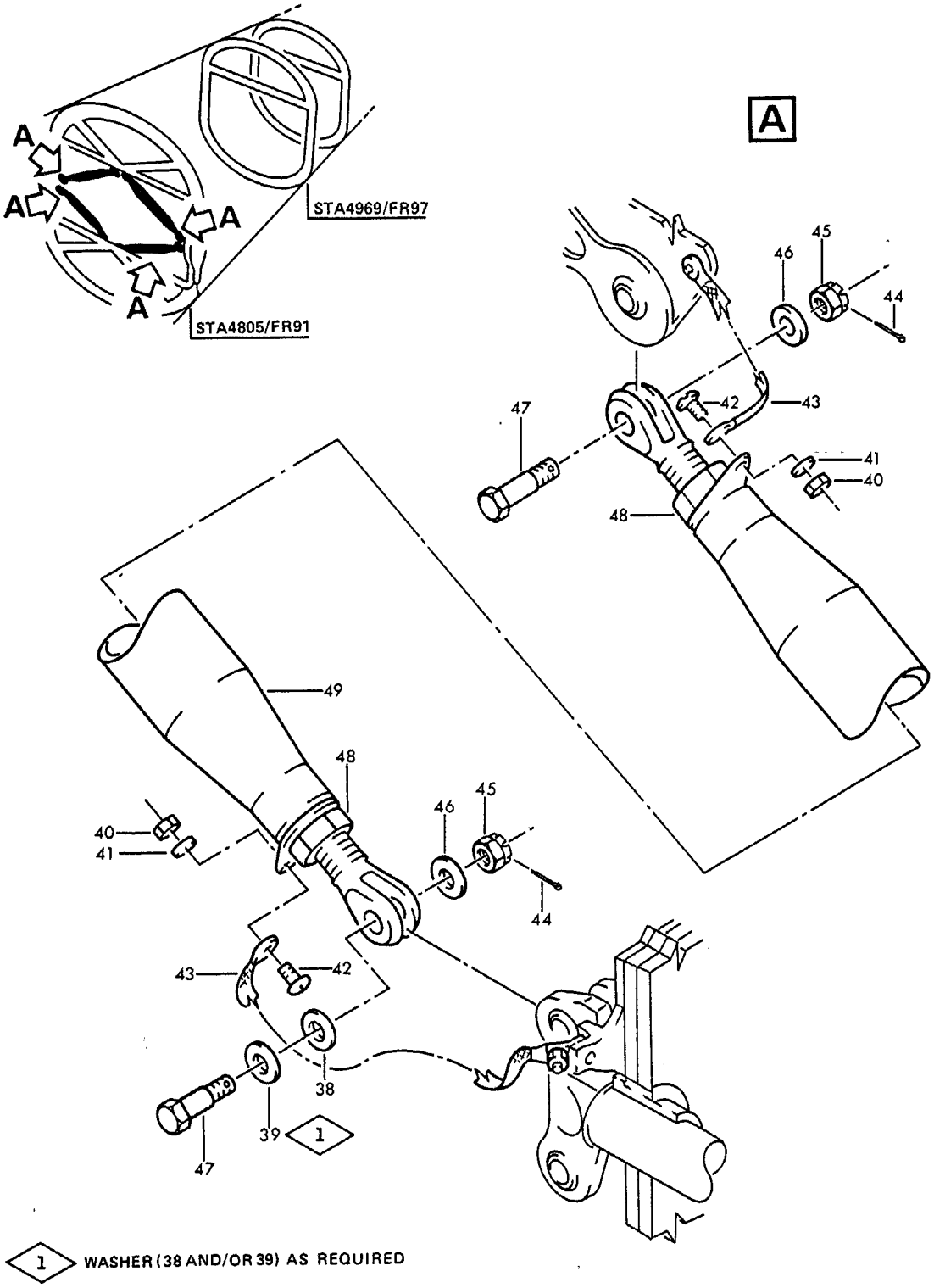
** ON METAL AND COMPOSITE SUPPORT STRUTS (4)



Metal Support Struts
STA3037(FR54.2) to STA4302(FR79)
Figure 401



Resin Fiber Composite Support Struts
STA3460(FR54.2) to STA5043(FR79)
Figure 402



Support Struts STA4805(FR91)
Figure 403

C. Preparation for Installation (Ref. Fig. 404)

(1)Drill and ream support struts (4) for STA3037(FR54.2) to STA4302(FR79),
R using drilling and reaming jig P/N 98A53208671000.

(a)Position drilling jig (54) to attachment points on floor cross beam (53) and frame (55), install rigging pins (50, 57) and lock drilling jig (54) with clamping screws (56).

(b)Remove drilling jig (54) from floor cross beam (53) and frame (55).

(c)Position drilling jig (54) to base plate (58) and insert rigging pin (63), move sliding support (51) in position so that rigging pin (50) can be installed.

(d)Lock sliding support (51) with clamping screws (52).

(e)Remove rigging pins (63, 50) and drilling jig (54) from base plate (58).

(f)Position support strut (4) on base plate (58) so that packing (60) is positioned in fork end of support strut (4).

(g)Position drilling jig (54), to base plate (58) and support strut (4), and fix drilling jig (54) with rigging pin (50) and clamp bolts (65).

(h)Center and lock fork end of support strut (4) with centering device (62).

(j)Depress and lock clamp device (61).

(k)Secure packing (60) by tightening knurled bolts (59).

(l)Insert drill guide (64).

(m)Drill and ream support struts (4) in accordance with the following table:

OPERATION	DIAMETER mm	DIAMETER (in.)	DRILL GUIDE (64) P/N
(a) At FR54.3(STA3090), FR60(STA3249) and FR63(STA3408) to FR79(STA4302):			
R 1st drilling	7.5	(0.2952)	98A53208671264
R 2nd drilling	9.3	(0.3661)	98A53208671268
R reaming	9.525/9.547	(0.3750/0.3759)	98A53208671282
(b) At FR54.2(STA3037), FR58(STA3143), FR59(STA3196), FR61(STA3302) and FR62(STA3355):			
R 1st drilling	7.5	(0.2952)	98A53208671274
R 2nd drilling	9.3	(0.3661)	98A53208671276
R 3rd drilling	10.9	(0.4291)	98A53208671278
R reaming	11.113/11.140	(0.4375/0.4386)	98A53208671280

R (2)Disassemble drilling and reaming jig P/N 98A53208671000.

(a)Remove drill guide (64), rigging pin (50) and clamp bolts (65).

(b)Release knurled bolts (59), clamp device (61) and centering device (62).

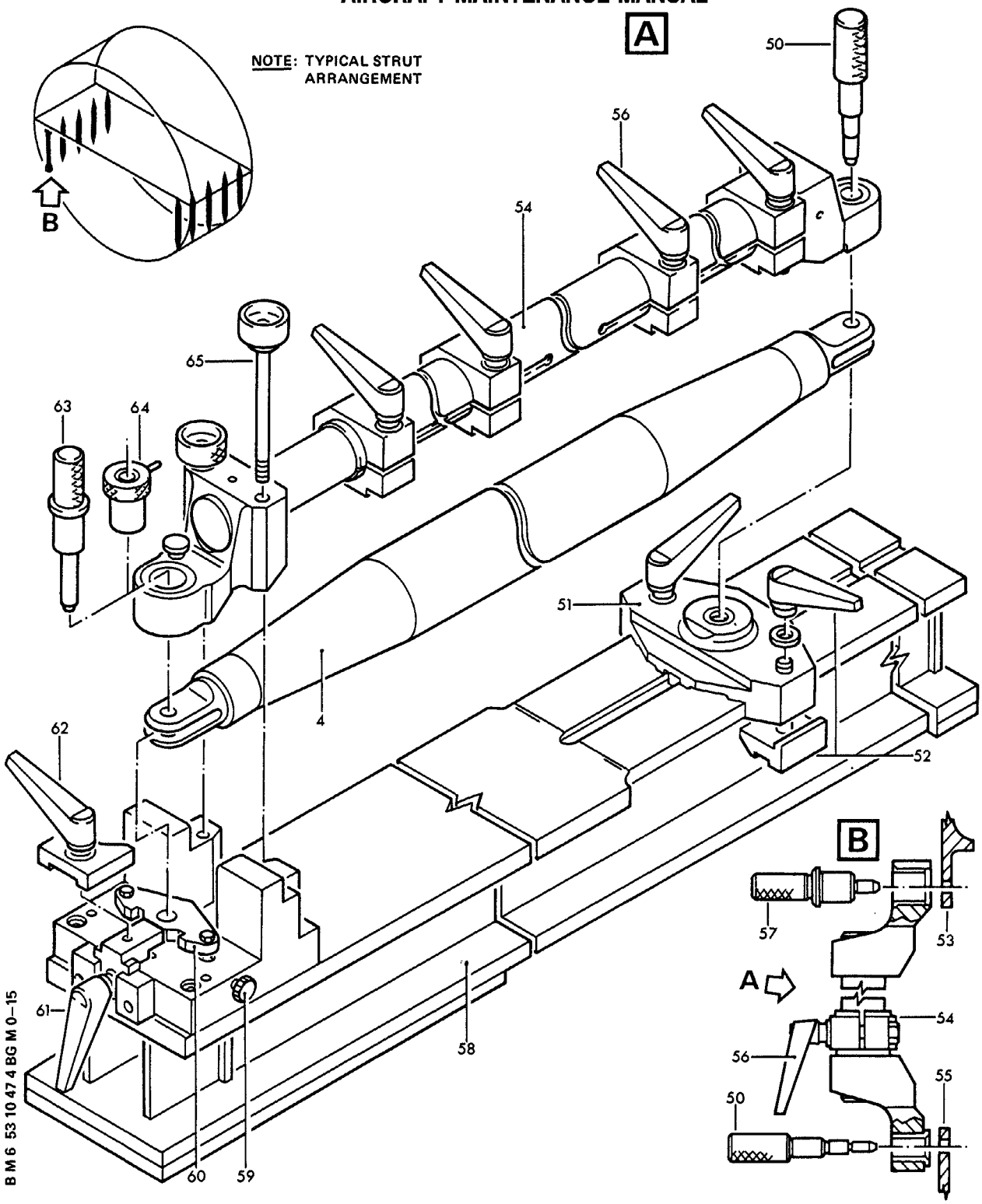
(c)Remove drilling jig (54) and support strut (4).

(3)Chamfer holes, at outer surfaces of fork ends, to a depth of 0.5 mm (0.02 in.) at an angle of 45 degrees.

(4)Clean struts and holes with compressed air.

** ON ALL METAL SUPPORT STRUTS

(5)Apply corrosion-preventive paste (Mat. No. 05-002) to bolts (5, 6, 47) (Ref. Fig. 401, 403).



Drilling and Reaming Jig
Figure 404

(6)Check anti chafing strips (16, 17) for condition and renew if necessary using rubber packing (Mat. No. 05-048) and adhesive (Mat. No. 08-018).

** ON RESIN FIBER COMPOSITE SUPPORT STRUTS (4)

(5)Apply grease (Mat. No. 04-001) to bolts (25) and (33) (Ref. Fig. 402).
(6)Check anti chafing strip (32) for condition and renew if necessary using rubber packing (Mat. No. 05-048) and adhesive (Mat. No. 08-018).

** ON ALL SUPPORT STRUTS

D. Installation

** ON METAL SUPPORT STRUTS (4)

(1)Install brackets (Ref. Fig. 401).
(a)Install packing (18), washers (12) and screws (13) on bracket (8 or 9).
(b)Position brackets (8 or 9) on support strut (4), install clamps (14) and finger tighten clamp screws (15).
(2)Install support struts between STA3037(FR54.2) and STA4302(FR79) (Ref. Fig. 401).
(a)Position support strut (4), install bolts (5, 6), washers (7), bracket (8), washers (3), nuts (2) and cotter pins (1).
CAUTION : MAKE CERTAIN THAT FUEL TRANSFER LINE IS NOT STRESSED.
(b)Install washers (10) and bolts (11).
(c)TORQUE clamp screws (15) to 0.24 m.daN (21.24 lbf.in.).
(d)Install all clamps, if removed, on support strut (4).

** ON RESIN FIBER COMPOSITE SUPPORT STRUTS (4)

(1)Install brackets (Ref. Fig. 402).
(a)Position brackets (30 or 31) on support strut (4), install clamps (28) and finger tighten clamp screws (29).
(2)Install support struts between STA3037(FR54.2) and STA4302(FR79) (Ref. Fig. 402).
(a)Position support strut (4), bracket (30 or 31) and washers (22).
(b)Install bolts (25, 33), washers (24), washers (23) if installed, nuts (21) and cotter pins (20).
NOTE : Installation of bolt 33 from LH or RH side for service is allowed.
CAUTION : MAKE CERTAIN THAT FUEL TRANSFER LINE IS NOT STRESSED.
(c)Install washers (26) and bolts (27).
(d)TORQUE clamp screws (29) to 0.24 m.daN (21.24 lbf.in.).
(e)Install all clamps, if removed, on support strut (4).

** ON SUPPORT STRUTS AT STA4805(FR91)

(3)Install support struts at STA4805(FR91) (Ref. Fig. 403).

(a)Remove struts P/N 98A27407568001 if installed (Ref. 53-10-88, P. Block 401).
(b)Position support struts (49) and washers (38 and/or 39).
(c)Install bolts (47), washers (46) and nuts (45).
NOTE : Make certain that red marking of support strut is on RH in flight direction.
(d)TORQUE nuts (45) to 2 m.daN (14.75 lbf.ft.) and safety with cotter pins (44).
(e)TORQUE support struts (49) to 2.4 m.daN (17.70 lbf.ft.), tighten locknuts (48) and TORQUE to 10.0 m.daN (73.75 lbf.ft.). Safety locknuts (48) with lockwire.
(f)Position bonding straps (43) and install screws (42), washers (41) and nuts (40). For electrical bonding refer to 20-28-11, P. Block 1.
(g)Coat all visible cadmium-plated steel parts with corrosion-preventive compound (Mat. No. 05-005).
(h)Check horizontal stabilizer for correct centering and adjust if necessary (Ref. 55-10-11, P. Block 501).

** ON ALL SUPPORT STRUTS (4)

E. Test
(1)Check fuel transfer line connections for leaks in work area (Ref. 28-13-00, P. Block 501).

** ON ALL SUPPORT STRUTS

R **ON A/C 001-100,

F. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Install sidewall panels in BULK cargo compartment (Ref. 25-56-00, P. Block 1).
(3)Install sidewall panels in AFT cargo compartment (Ref. 25-55-10, P. Block 201).
(4)Close access door 313AL.
(5)Close BULK cargo compartment door.
(6)Remove safety lock (Ref. 52-30-00, P. Block 301) and close AFT cargo compartment door.
(7)Remove access platforms.

R **ON A/C 101-200,

F. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Install sidewall panels in BULK cargo compartment (Ref. 25-56-00, P. Block 1).
(3)Install sidewall panels in AFT cargo compartment (Ref. 25-55-10, P. Block 201).
(4)Install additional center tank in AFT cargo compartment (Ref. 28-11-36, P. Block 401).
(5)Close access door 313AL.
(6)Close BULK cargo compartment door.
(7)Remove safety lock (Ref. 52-30-00, P. Block 301) and close AFT cargo compartment door.
(8)Remove access platforms.

FIXED PARTITIONS - DESCRIPTION AND OPERATION

1. General

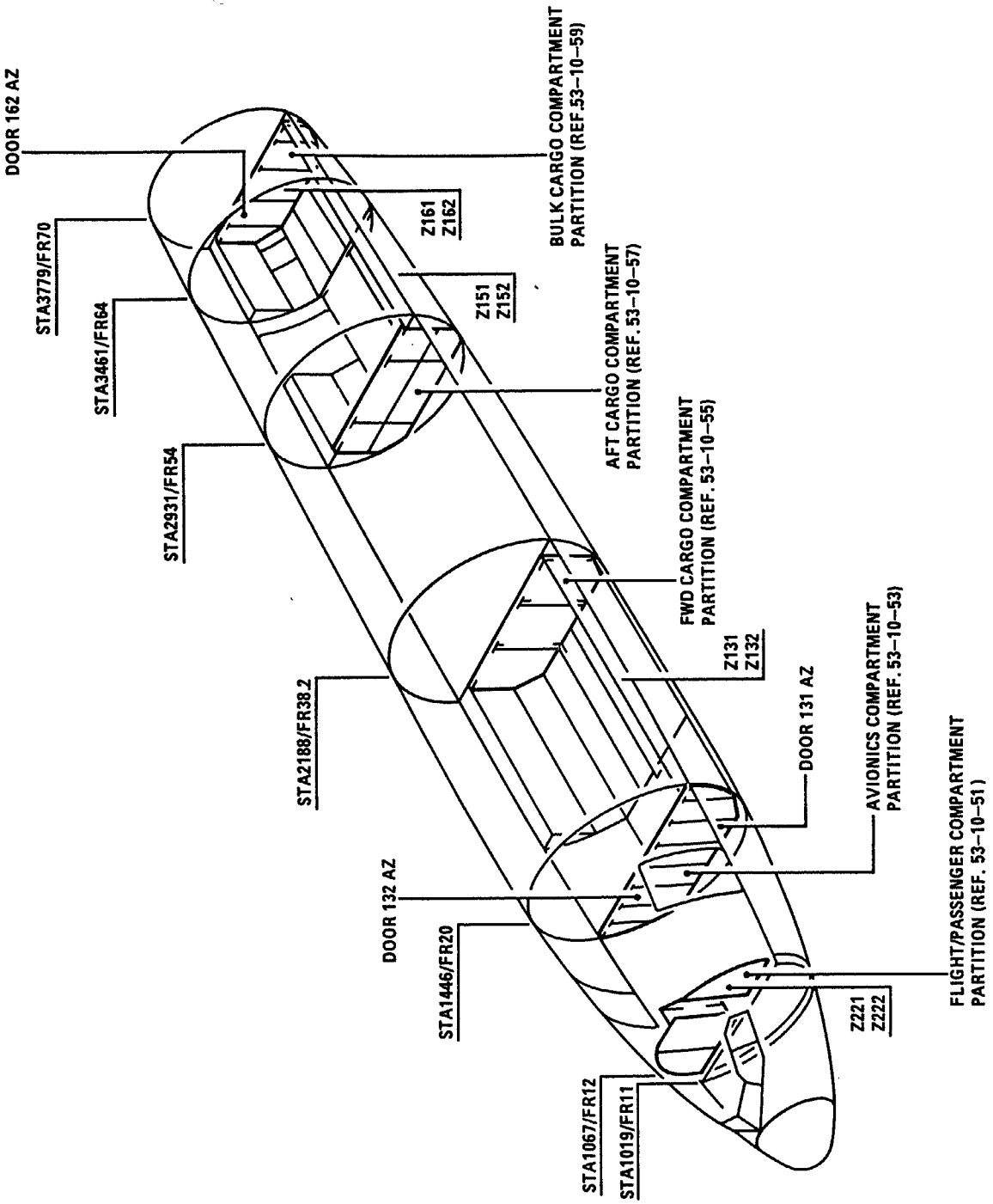
A. Fixed partitions are installed to divide the flight compartment from the passenger compartment and the cargo compartments from the adjacent compartments. Doors are provided where access is required.

B. In general, the partitions consist of panels and are of the sandwich type, bonded between prepreg sheets. Core filler or preimpregnated glass silk fabric strengthen the panels at the edges and in the screw hole areas.

2. Component Location

(Ref. Fig. 001)

FIN	FUNCTIONAL DESIGNATION	PANEL	ZONE	ACCESS DOOR	ATA REF.
	PARTITION-FLIGHT/PASSENGER COMPARTMENT		221 222		53-10-51
	PARTITION-AVIONICS COMPARTMENT		131 132		53-10-53
	PARTITION-FWD CARGO COMPARTMENT		131 132		53-10-55
	PARTITION-AFT CARGO COMPARTMENT		151 152		53-10-57
	PARTITION-BULK CARGO COMPARTMENT		161 162		53-10-59



B M 6 53 10 50 0 AA M O-28

Fixed Partitions
Figure 001

3. Description

A. Flight Compartment/Passenger Compartment Partition
(1)The partition is located between STA1019(FR11) and STA1067(FR12).
(2)A door is situated in the partition between the LH panel and circuit breaker panel, and provides access from the passenger compartment to the flight compartment.

B. Not applicable

C. Avionics Compartment Partition
(1)The partition is located at STA1446(FR20).
(2)Doors 131AZ and 132AZ are located in the avionics compartment partition, and provide access from the FWD cargo compartment to the avionics compartment.

D. FWD Cargo Compartment Partition
(1)The partition is located at STA2188(FR38.2).
(2)A removable pressure compensating valve is positioned in the center partition panel.

E. AFT Cargo Compartment Partition
(1)The partition is located at STA2931(FR54).

F. BULK Cargo Compartment Partition
(1)The partition is located at STA3779(FR70).
(2)Door 162AZ is located in the BULK cargo compartment partition and provides access from the BULK cargo compartment to the aft cabin underfloor compartment.

G. Decompression Panels
(1)To protect against explosive decompression, decompression panels are installed in several partitions (Ref. 25-66-00).

CAUTION : TO PREVENT FURTHER DEGRADATION, MAKE CERTAIN THAT PAINT COATING OF COMPOSITE STRUCTURE IS RESTORED IF DAMAGED (REF. 51-75-10, P. BLOCK 801). FOR REPAIRS OF DECORATED PANELS REFER TO 25-00-00, P. BLOCK 801.

1. Panel - Inspection/Check

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Access Platform, 2.3 to 4.5 m (7.5 to 14.7 ft.)
(2)Material No. 11-002	Cleaning Agents (Ref. 20-31-00)

Referenced Procedures

- 25-00-00, P. Block 801	Equipment/Furnishings
- 25-66-20, P. Block 201	FWD Cargo Compartment-Decompression Panels
- 25-66-30, P. Block 201	AFT and BULK Cargo Compartment Decompression Panels
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 53-10-51, P. Block 401	Flight/Passenger Compartment Fixed Partition
- 53-10-53, P. Block 401	Avionics Compartment Fixed Partition
- 53-10-55, P. Block 401	FWD Cargo Compartment Fixed Partition
- 53-10-57, P. Block 401	AFT Cargo Compartment Fixed Partition
- 53-10-59, P. Block 401	BULK Cargo Compartment Fixed Partition
R	SRM - Structure Repair Manual

B. Procedure

(1)Job Set-Up

(a)Position access platform.

(b)Open FWD and AFT cargo compartment door and secure with safety locks (Ref. 52-30-00, P. Block 301).

(c)Open BULK cargo compartment door.

(d)Clean panels with cleaning agent (Material No. 11-002).

(2)Inspection

(a)Inspect panels for damage in the form of chemical contamination,
R holes, dents, cracks, fiber/resin separation and delamination.
R 1 For the damage limits for (a) refer to the SRM 53-13-55,
R P. Block 101.
R 2 If damage limits are not exceeded, panels must be repaired (Ref. 25-00-00, P. Block 801).
R 3 Panels which are damaged in excess of stated limits must be replaced.

(b)If it is suspected that reverse side of panel is damaged, remove suspect panel for further inspection:

- Flight compartment/passenger compartment partition (Ref. 53-10-51, P. Block 401).
- Avionics compartment partition (Ref. 53-10-53, P. Block 401).

- FWD cargo compartment partition (Ref. 53-10-55, P. Block 401).
- AFT cargo compartment partition (Ref. 53-10-57, P. Block 401).
- BULK cargo compartment partition (Ref. 53-10-59, P. Block 401).

(c)Inspect decompression panels in FWD cargo compartment (Ref. 25-66-20, P. Block 201).

(d)Inspect decompression panels in AFT and BULK cargo compartments (Ref. 25-66-30, P. Block 201).

C. Close-Up

(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.

(2)Remove safety locks (Ref. 52-30-00, P. Block 301) and close FWD and AFT compartment door.

(3)Close BULK cargo compartment door.

(4)Remove access platform.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 4.5 m (14 ft 9 in.)
B.	Circuit Breaker Safety Clips

2. Procedure (Ref. Fig. 401, 402)
(Ref. Fig. 403)

R **ON A/C 101-200,

(Ref. Fig. 404)

R **ON A/C 001-100,

(Ref. Fig. 405)

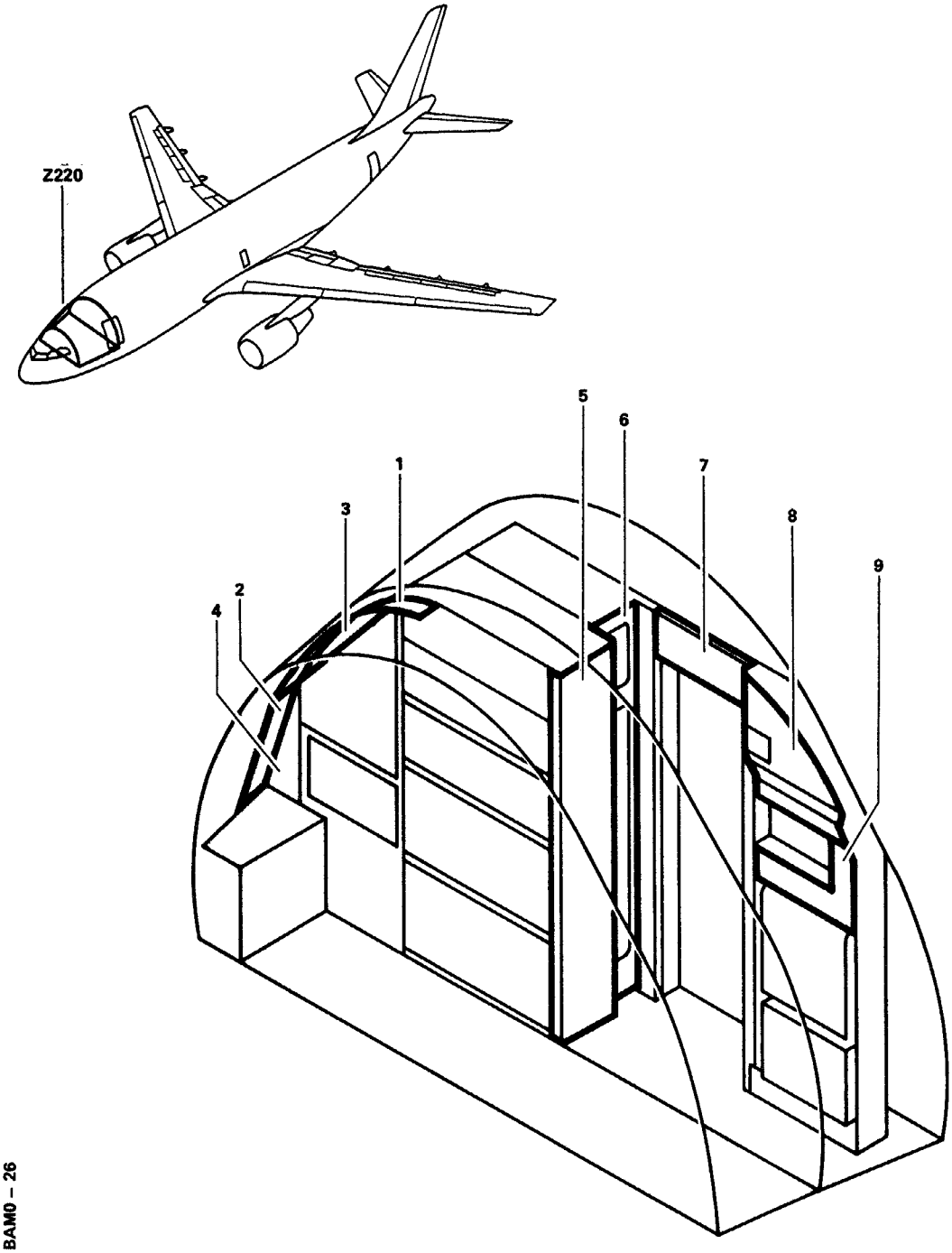
R **ON A/C ALL

A. Job Set-Up
(1)Position access platform at forward passenger crew/door.
(2)Open, safety and tag the following circuit breakers :

PANEL	SERVICE	IDENT.	LOCATION
132VU	LIGHTING-INT LT-STORM	58LE	323/M84
132VU	LIGHTING-DOME	57LE	325/K81

(3)Remove switch 16LE.

B. Removal
(1)Remove linings on right panel (Ref. Fig. 402)
(a)Lining (1)
1 Remove screws (15) and washers (14).
2 Remove lining (1).
(b)Lining (2)
1 Remove screws (17) and washers (16).
2 Remove lining (2).
(c)Lining (3)
1 Remove screws (13) and washers (12).
2 Remove lining (3).
(d)Lining (4)
1 Remove screws (10) and washers (11).
2 Remove lining (4).
(2)Remove door frame and rear panel (Ref. Fig. 403).
(a)Panel (5)
1 Remove panel (5).



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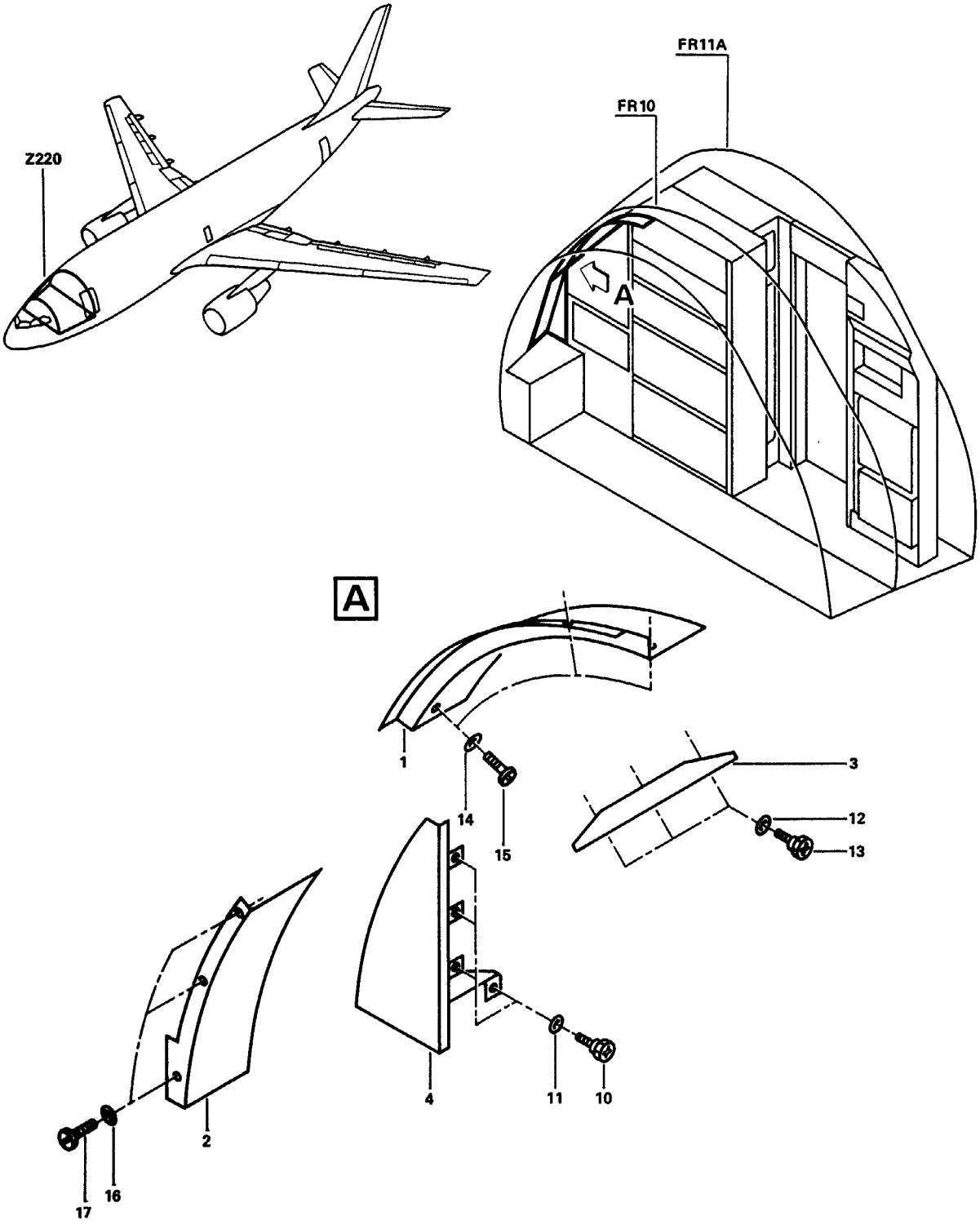
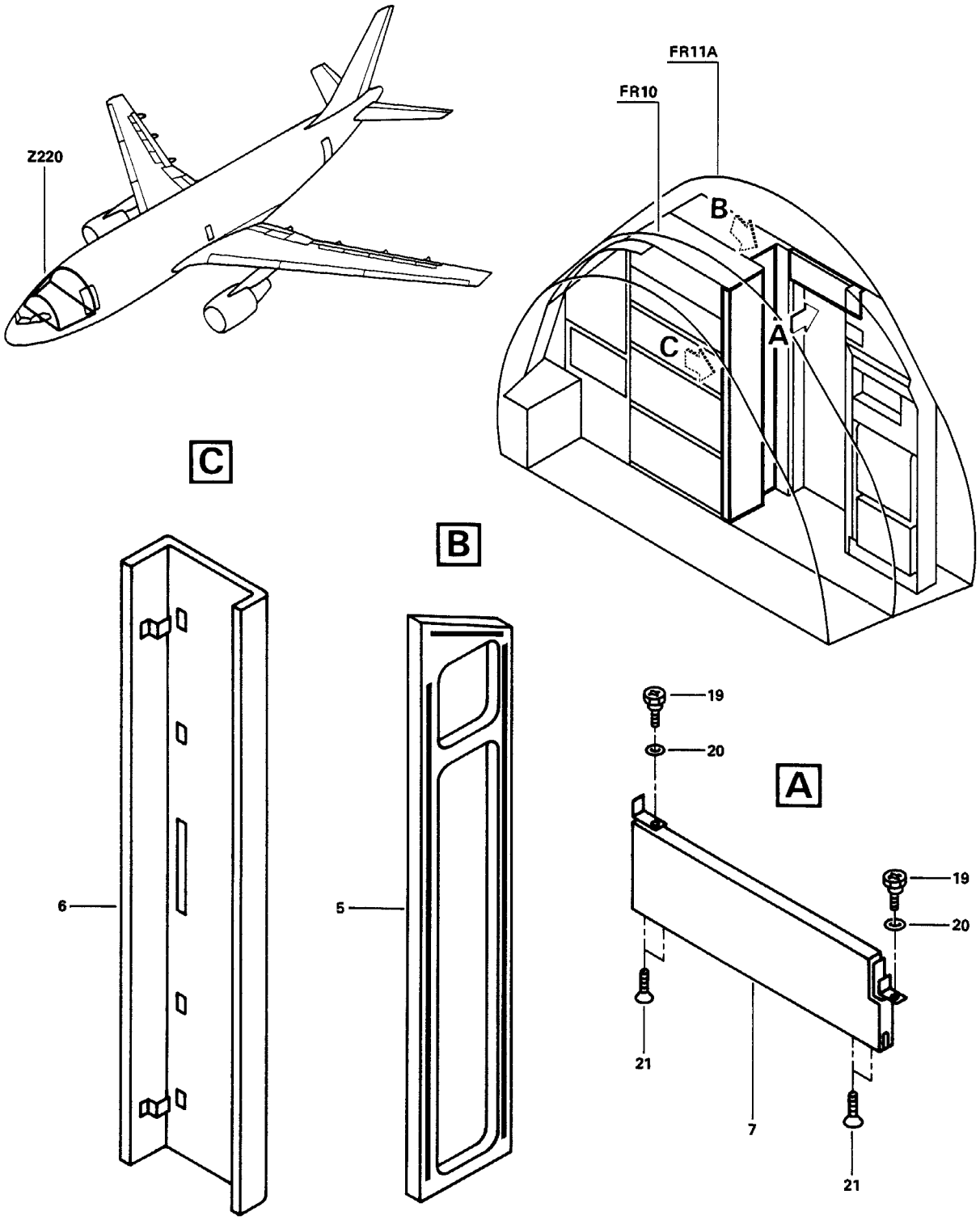
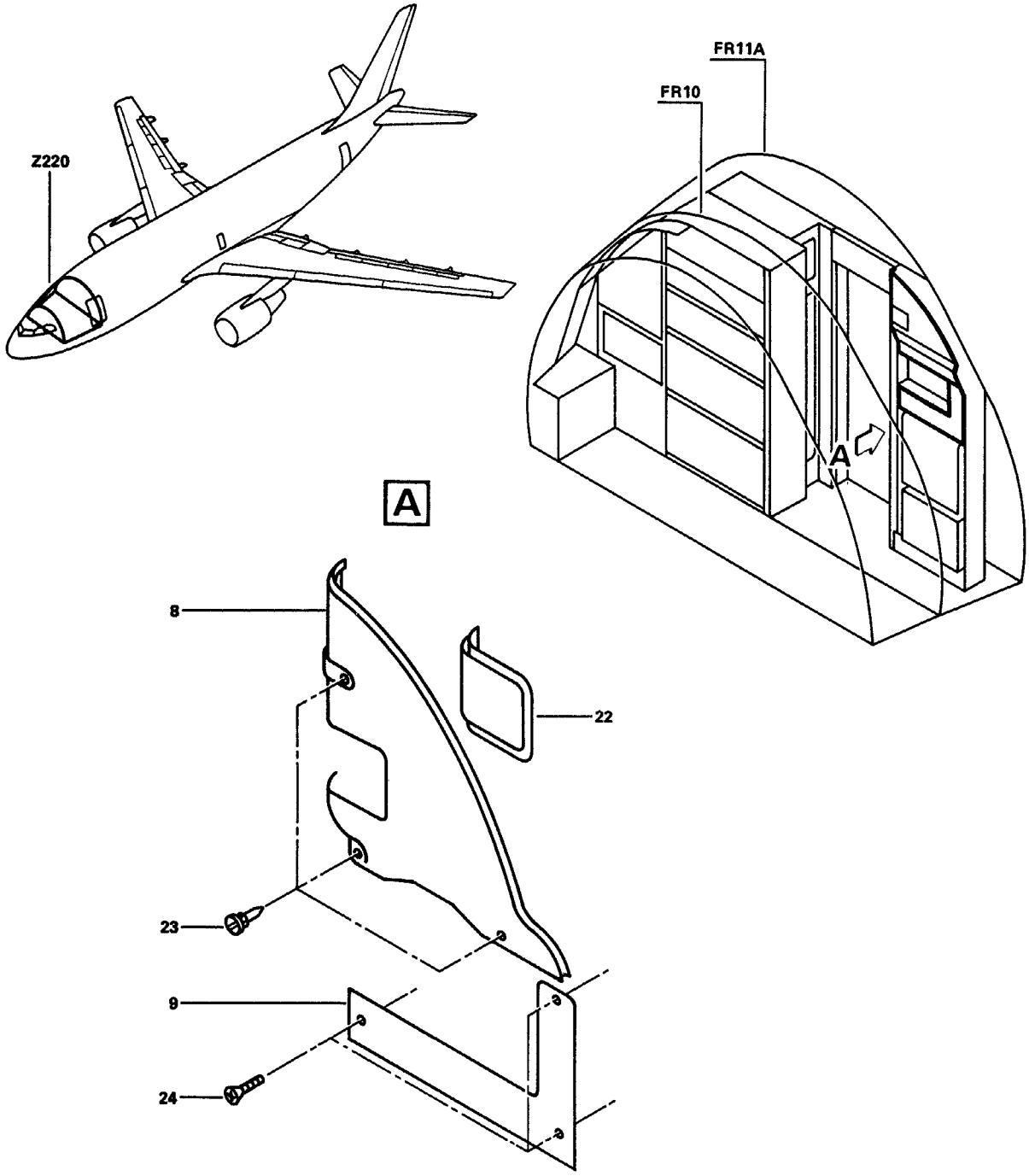
Flight/Passenger Compartment Partition
Figure 401



Linings on Right Panels
Figure 402



Door Frame and Rear Panel
Figure 403



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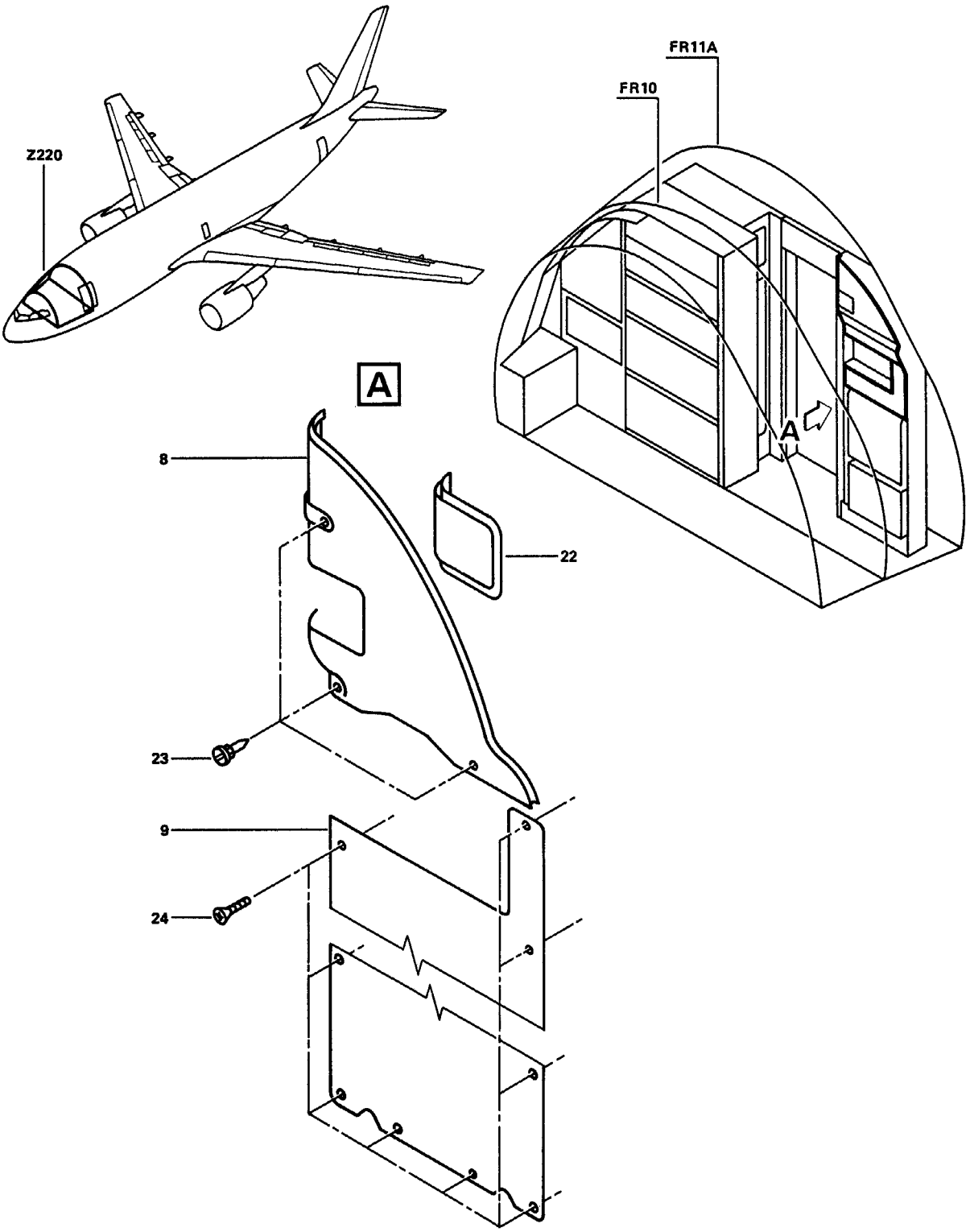
Linings on Left Panel
Figure 404



BM5 53 10 51 4 BGPO – 26

Linings on Left Panel
Figure 405

(b)Panel (6)
1 Remove panel (6).
(c)Panel (7)
1 Remove screws (19) and washers (20).
2 Remove screws (21).
3 Remove panel (7).

R **ON A/C 101-200,

(3)Remove lining on left panel (Ref. Fig. 404).

R **ON A/C 001-100,

(3)Remove lining on left panel (Ref. Fig. 405).

R **ON A/C ALL

(a)Lining (8)
1 Remove studs (23).
2 Remove lining (8).
3 Remove cover (22).
(b)Lining (9)
1 Remove screws (24).
2 Remove lining (9).

C. Installation
NOTE : - Make certain that seals and velcro tapes on linings are in good condition.
- Moderally tighten all screws on panels.

R **ON A/C 101-200,

(1)Install lining on left panel (Ref. Fig. 404)

R **ON A/C 001-100,

(1)Install lining on left panel (Ref. Fig. 405).

R **ON A/C ALL

(a)Lining (9)
1 Install lining (9).
2 Install screws (24).
(b)Lining (8)
1 Install cover (22) and lining (8).
2 Install studs (23).
(2)Install door frame and rear panel (Ref. Fig. 403).
(a)Panel (7)
1 Install panel (7).
2 Install screws (21).
3 Install screws (19) and washers (20).

(b)Panel (6)
1 Install panel (6).
(c)Panel (5)
1 Install panel (5).
NOTE : Make certain that panel fits well.
(3)Install linings on right panel (Ref. Fig. 402).
(a)Lining (4)
1 Install lining (4).
2 Install screws (10) and washers (11).
(b)Lining (3)
1 Install lining (3).
2 Install screws (13) and washers (12).
(c)Lining (2)
1 Install lining (2).
2 Install screws (17) and washers (16).
(d)Lining (1)
1 Install lining (1).
2 Install screws (15) and washers (14).

D. Close-Up
(1)Install switch 16LE.
(2)Remove safety clips and tags and close circuit breakers 57LE and 58LE.
(3)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(4)Close forward passenger/crew door.
(5)Remove access platform.

R **WARNING** : BE CAREFUL WHEN YOU USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER
R MATERIALS.
R OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND THE LOCAL
R REGULATIONS
R MAKE SURE THAT THERE IS A GOOD FLOW OF AIR THROUGH THE WORK AREA.
R DO NOT BREATHE THE FUMES.
R DO NOT SMOKE.
R DO NOT USE THESE MATERIALS NEAR A FLAME, SPARKS OR SOURCES OF HEAT.
R USE PROTECTIVE CLOTHING, GOGGLES AND GLOVES.
R IF YOU GET ONE OF THESE MATERIALS:
R - ON YOUR SKIN OR IN YOUR EYES, FLUSH IT AWAY WITH A FLOW OF CLEAN
R WATER.
R - IN YOUR MOUTH, GET IMMEDIATE MEDICAL AID.
R IN GENERAL, THESE MATERIALS ARE POISONOUS, FLAMMABLE AND SKIN
R IRRITANTS.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 2.7 m (9 ft.)
B.	Circuit Breaker Safety Clips and Tags
C. Material No. 05-013	Special Materials (Ref. 20-31-00)
D. Material No. 08-005A	Bonding and Adhesive Compounds (Ref. 20-31-00)
E. Material No. 08-018	Bonding and Adhesive Compounds (Ref. 20-31-00)
F. Material No. 09-016	Sealants (Ref. 20-31-00)
G. Material No. 11-003	Cleaning Agents (Ref. 20-31-00)
Referenced Procedures	
- 11-00-00, P. Block 1	Placards and Marking - General
- 25-66-20, P. Block 201	FWD Cargo Compartment - Decompression Panels
- 25-52-55, P. Block 401	Servo Mechanism and Actuator
- 52-30-00, P. Block 1	Cargo Compartment Doors
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 52-71-11, P. Block 401	Door Warning Switches
- 52-71-11, P. Block 501	Door Warning Switches
- 53-10-50, P. Block 601	Fixed Partitions - Inspection/Check

2. Procedures

A. Job Set-Up
(1)Open, safety and tag the following circuit breakers:

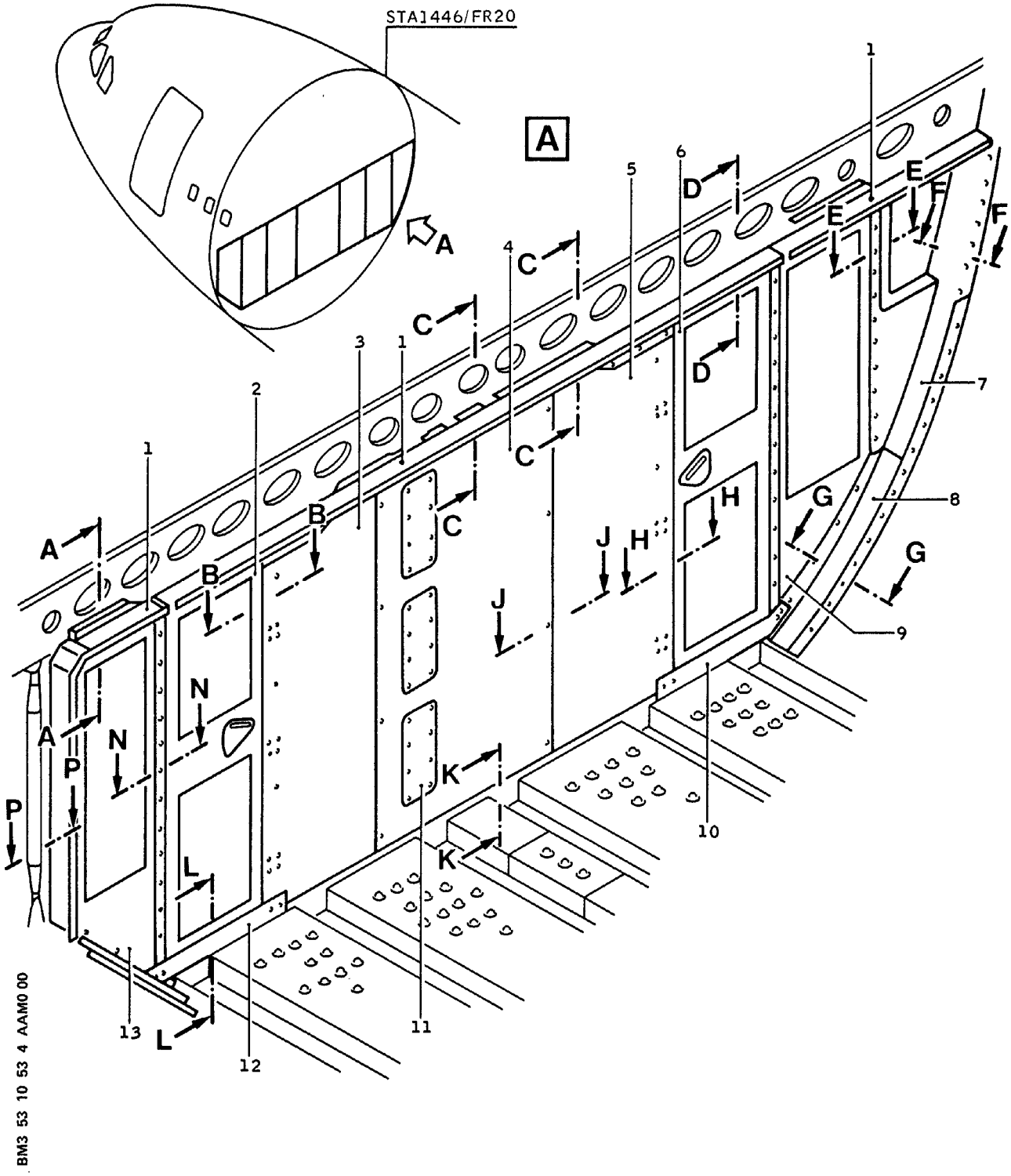
PANEL	SERVICE	IDENT.	LOCATION
21VU	DOORS	1WS	112/B4
921VU	LIGHT CARGO COMPT. FWD (LH)	1LU	
921VU	LIGHT CARGO COMPT. FWD (RH)	2LU	
921VU	LIGHT CARGO COMPT. FWD LOADING AREA	3LU	

(2)Position access platform.
(3)Open FWD cargo compartment door (Ref. 52-30-00, P. Block 1).
(4)Install door actuator safety lock on FWD cargo compartment door actuator (Ref. 52-30-00, P. Block 301).
(5)Remove pulley and guide tubes from lining (7) and cover plate (8) (Ref. 25-52-55, P. Block 401).
(6)Remove panel 906VU from lining (7), by loosing screws.

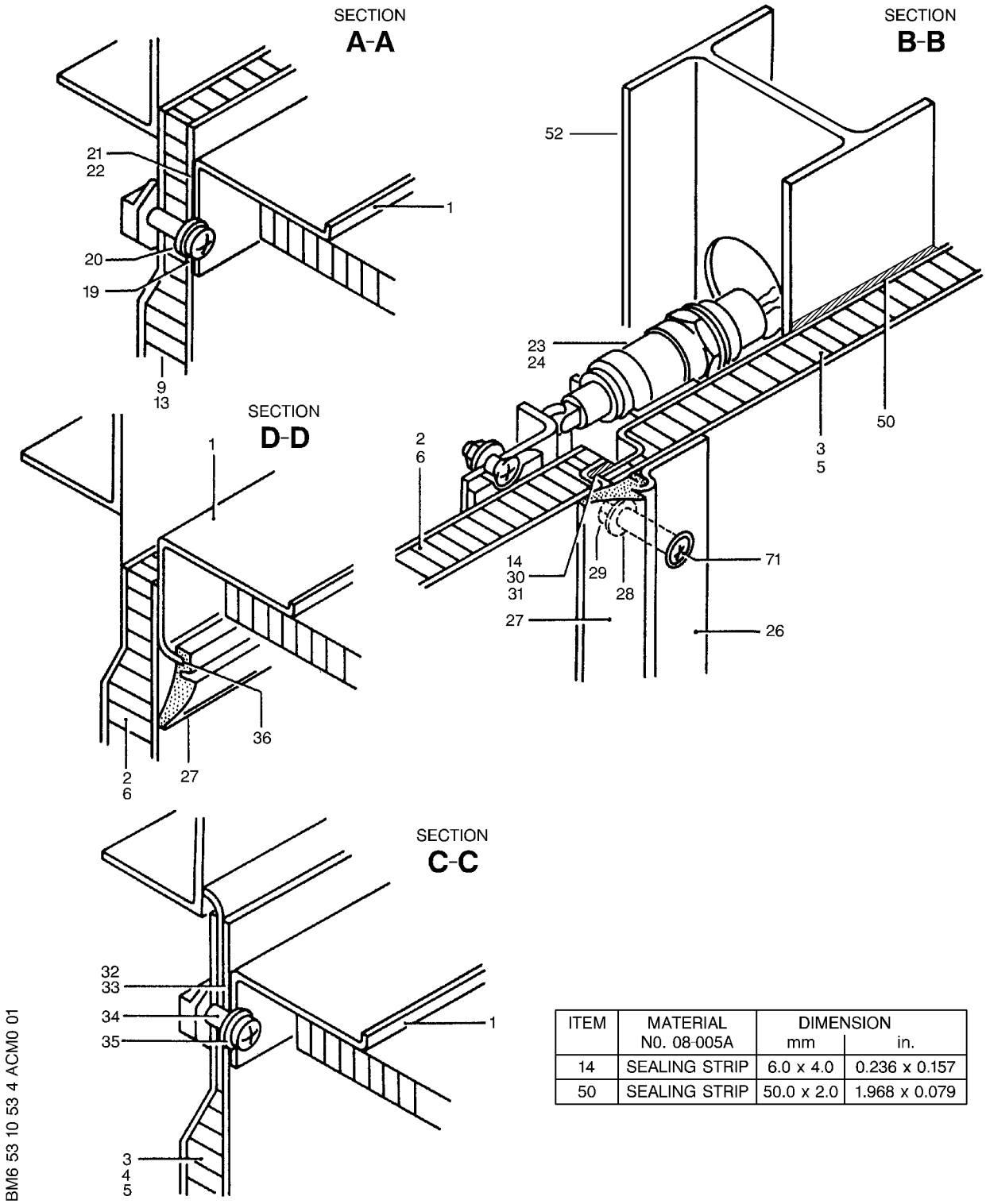
B. Removal
(Ref. Fig. 401)
(Ref. Fig. 402)
(Ref. Fig. 403)
(Ref. Fig. 404)
(1)Avionics Compt. Partition, Frame 20
NOTE : If decompression panels are missing, or damaged from cut-out or can no longer be secured with adhesive tape, refer to chapter 25-66-20, P. Block 201.
(a)Remove LH and RH door (2),(6):
1 Open LH and RH door (2),(6).
2 Remove screws (69) fastening piano hinges (70) between doors (2),(6) and side panels (9),(13) and remove LH and RH door (2),(6).
(b)Remove door sealing-profile (27):
1 Remove nuts (29),(73), washers (28),(72) and screws (71).
2 Remove clamping-profile (26) from side panels (9),(13) and LH and RH center panels (3),(5).
NOTE : The sealing-profile (27) above doors (2),(6) is attached to the stop angle (1) with adhesive and should not be removed.
(c)Remove lining (7) and cover plate (8):
1 Remove screws (41),(45),(48),(58) and washers (40),(44),(49),(57).
2 Remove lining (7) and cover plate (8).
(d)Remove LH and RH side panels (13),(9):
1 Remove screws (19),(75) and washers (20),(74) together with bolts and nuts from door sill (10),(12).
2 Remove LH and RH side panels (13),(9).
(e)Remove center panel (4):
1 Remove screws (34) and washers (35).
2 Loosen camlock fasteners (53).
3 Remove center panel (4) with covers (11).
(f)Remove LH and RH center panels (3),(5):
1 Remove limit switches (9WS and 29WS) (23),(24) and electrical wires (Ref. 52-71-11, P. Block 401).
2 Loosen camlock fasteners (51).
3 Remove screws (34) and washers (35) together with bolts, nuts and washers from door sill (10),(12).
4 Remove LH and RH center panel (3),(5).

C. Preparation for Installation

CAUTION : BE CAREFUL WHEN YOU INSPECT/REPLACE THE SEALING OF THE CARGO COMPARTMENT LININGS, PARTITIONS AND FLOOR PANELS.
MAKE SURE THAT THE CARGO COMPARTMENTS ARE CORRECTLY SEALED.

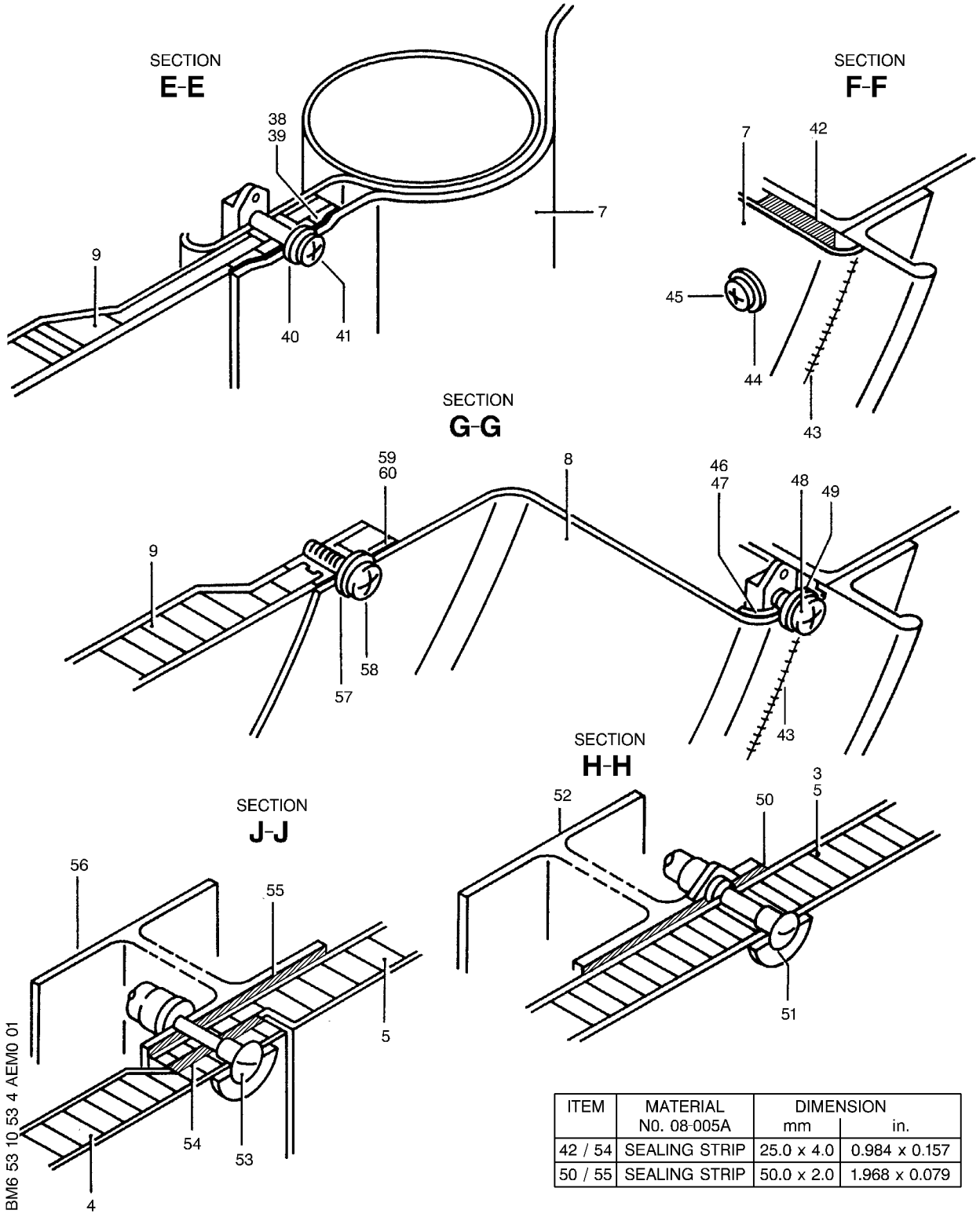


Avionics Compt. Partition Frame 20
Figure 401



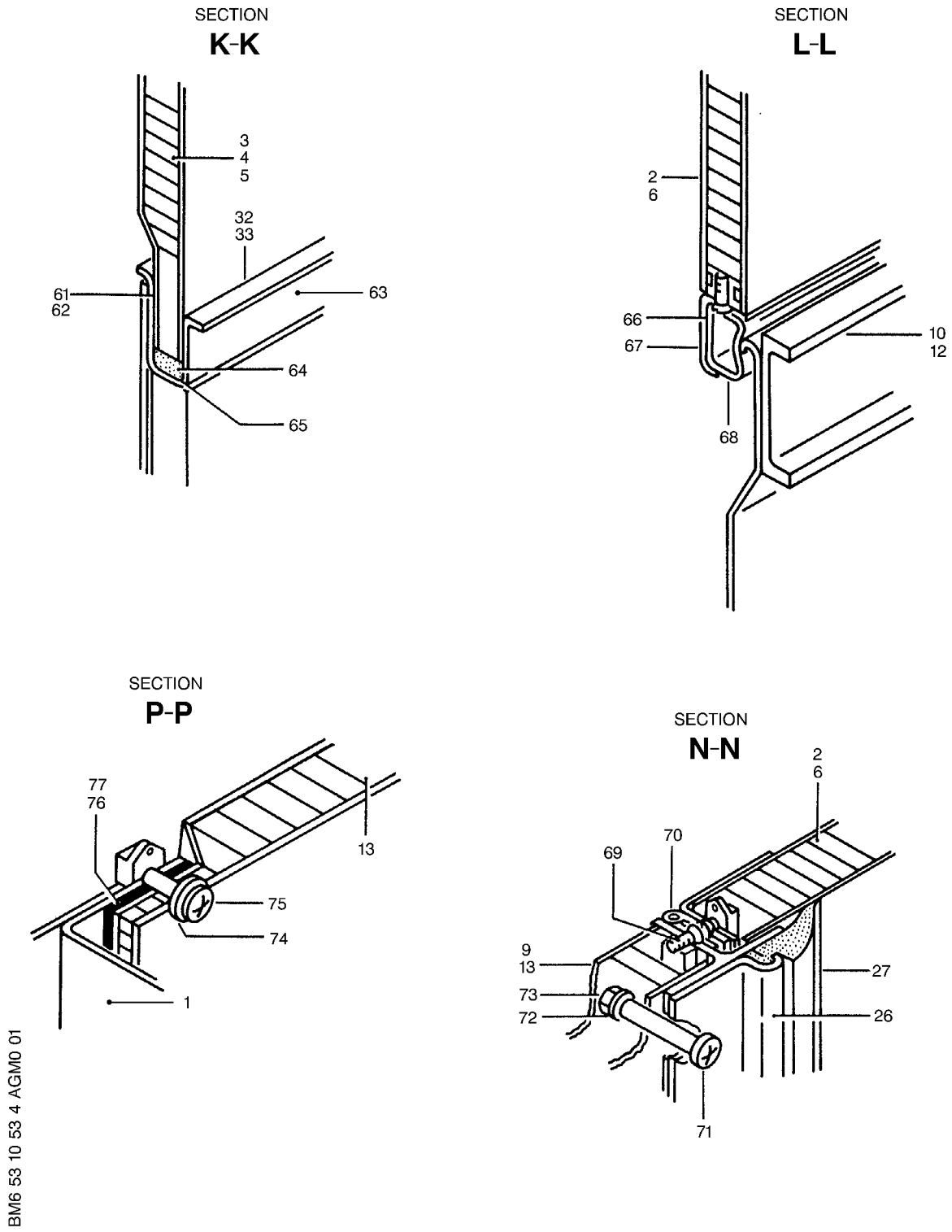
ITEM	MATERIAL N0. 08-005A	DIMENSION mm	DIMENSION in.
14	SEALING STRIP	6.0 x 4.0	0.236 x 0.157
50	SEALING STRIP	50.0 x 2.0	1.968 x 0.079

Section A-A to D-D of Partition Frame 20
Figure 402



ITEM	MATERIAL N0. 08-005A	DIMENSION mm	DIMENSION in.
42 / 54	SEALING STRIP	25.0 x 4.0	0.984 x 0.157
50 / 55	SEALING STRIP	50.0 x 2.0	1.968 x 0.079

Section E-E to J-J of Partition Frame 20
Figure 403



Section K-K to P-P of Partition Frame 20
Figure 404

PRESSURE LEAKS THROUGH THE CARGO COMPARTMENT CAN CAUSE A DECREASE IN THE PERFORMANCE OF THE FIRE EXTINGUISHING SYSTEM, IF A FIRE OCCURS.

(1) Remove residual sealant and separator agent from areas frame 20, panels, stop angle, structure, linings and cover plate.
R (2) Do an inspection of the panels, linings and cover plates (Ref. 53-10-50, P. Block 601).
R (3) Make sure that the decompression panels are correctly installed.
R (4) Do an inspection of the sealing strips (14,42,50,54,55) at all panels and cover plates.
R (5) Make sure that:
R - there are no gaps between the sealing strips (14,42,50,54,55),
R - the sealing strips (14,42,50,54,55) are well bonded at the panels,
R - the sealing strips (14,42,50,54,55) are flexible,
R - the sealing strips (14,42,50,54,55) have the same thickness per panel,
R - the surface of the sealing strips (14,42,50,54,55) is not fractional,
R - no sealing strips (14,42,50,54,55) are missing or damaged.
R Renew or install sealing strips (14,42,50,54,55) as necessary.
R (6) Make sure that for the sealing strips (14,42,50,54,55) Material No. 08-005A and not 08-005 is used. If necessary, replace Material No. 08-005 by 08-005A.
R (7) Clean the contact area where the sealing strips (14,42,50,54,55) of the sidewall and ceiling panels touch the structure, using cleaning agent (Material No. 11-003).
R (8) Do an inspection of this structure for integrity and good condition.
R (9) If the structure is damaged, repair or replace it.
R (10) Make sure that the contact areas of the panels at the structure are flat.
R (11) Close any open gaps or holes with sealant (Material No. 09-016) and make it flat.
R (12) Make sure that after application and drying of sealant, the contact surfaces are still flat. Rework as necessary.
R (13) Make sure that all fasteners at sidewall panels and ceiling panels exist and that they are not damaged.
R (14) If sealing-profile (27) has become unstuck or damaged, renew damaged sealing-profile (27) and attach it to stop angle (1) with bonding compound (Material No. 08-018) (36).
R (15) If sealing-rubber (30) has become unstuck or damaged, renew damaged sealing-rubber (30) and attach it to doors (2),(6) with bonding compound (Material No. 08-018) (31). Alternatively for the sealing-rubber (30), apply sealing strip (14) (Material No. 08-005A) to doors (2),(6).
R (16) If seal-hose (68) has become unstuck or damaged, renew damaged seal-hose (68) and attach it to U-profile (67) of doors (2),(6) with bonding compound (Material No. 08-018) (66).
R (17) If rubber-strip (64) has become unstuck or damaged, renew damaged rubber-strip (64) and attach it to panel support (63) with bonding compound (Material No. 08-018) (65).
R (18) Check replacement component for serviceability.
R (19) Make sure that placards on replaced or repaired components are in correct positions and in good condition.

R (20)If necessary, install new placards (Ref. 11-00-00, P. Block 1).

D. Installation (Ref. Fig. 401, 402, 403)
(Ref. Fig. 404)
(1)Avionics Compt. Partition, Frame 20
(a)Install LH and RH center panel (3),(5):
1 Before installing LH and RH center panel (3),(5), apply sealing strips (50),(55) (Material No. 08-005A) to strengthener (52),(56).
2 Before installing LH and RH center panel (3),(5), apply separator agent (32) (Material No. 05-013) to stop angle (1) and sealant (33),(62) (Material No. 09-016) to LH and RH center panel (3),(5) and panel support (63).
3 Position LH and RH center panel (3),(5).
4 Install screws (34), washers (35) and bolts, washers and nuts on stop angle (1).
5 Secure LH and RH center panel (3),(5) with camlock fasteners (51).
6 Install limit switches (9WS and 29WS) (23),(24) and electrical wires (Ref. 52-71-11, P. Block 401).
7 Adjust limit switches (Ref. 52-71-11, P. Block 501).
(b)Install center panel (4):
1 Before installing center panel (4), apply sealing strip (54) (Material No. 08-005A) to center panel (4).
2 Apply separator agent (32),(61) (Material No. 05-013) to stop angle (1) and sealant (33),(62) (Material No. 09-016) to center panel (4) and panel support (63).
3 Position center panel (4) with installed covers (11) and install screws (34) and washers (35) and fasten camlock fasteners (53).
(c)Install LH and RH side panel (13),(9):
1 Before installation of LH and RH side panel (13),(9), apply separator agent (21),(76) (Material No. 05-013) to stop angle (1) and sealant (22),(77) to side panel (9),(13).
2 Position LH and RH side panel (13),(9).
3 Secure side panel (9),(13) with screws (19),(75), washers (20),(74) and bolts and nuts to door sill (10),(12).
(d)Install lining (7) and cover plate (8):
1 Before installing cover plate (8), apply separator agent (46),(59) (Material No. 05-013) to structure and RH side panel (9) and sealant (47),(60) (Material No. 09-016) around cover plate (8).
2 Position cover plate (8) and install screws (48),(58) and washers (49),(57).
3 Before installing lining (7), apply separator agent (38) (Material No. 05-013) to stop angle (1), structure and RH side panel (9), and sealant (33) (Material No. 09-016) to lining (7).
4 Apply sealing strip (42) (Material No. 08-005A) to structure.
5 Position lining (7) and install screws (41),(45) and washers (40),(44).
6 Seal lining (7) and cover plate (8) with sealant (43) (Material No. 09-016).
(e)Install LH and RH door (2),(6) and sealing-profile (27):
1 Position sealing-profile (27) with clamping-profile (26) on LH and RH center panel (3),(5) and side panel (9),(13).

2 Install screws (71), washers (28),(72) and nuts (29),(73) and tighten.
3 Position LH and RH door (2),(6).
4 Fasten piano hinge (70) of door (2),(6) with screws (69) and tighten.

R (f)After installation of the panels, make sure that all fasteners are
R fully tightened.
R (g)After installation, make sure that there are no open gaps or holes
R between the panels and no open gaps or holes between the panels and the
R structure.

E. Test
Check avionics compt. partition frame 20 for correct attachment.

F. Close-Up
(1)Install guide tubes and pulley on lining (7) and cover plate (8) (Ref. 25-52-55, P. Block 401).
(2)Install panel 906VU on lining (7) and fasten screws.
(3)Make sure that there are no holes or gaps between partition panels, structure and adjacent panels. If existing, close holes or gaps with sealant (Material No. 09-016).
(4)Make sure that work area is clean and clear of tools and miscellaneous items of equipment.
(5)Remove safety clips and tags and close circuit breakers 1WS, 1LU, 2LU and 3LU.
(6)Remove door actuator safety lock (Ref. 52-30-00, P. Block 301).
(7)Close FWD cargo compartment door (Ref. 52-30-00, P. Block 1).
(8)Remove access platform.

FWD CARGO COMPARTMENT FIXED PARTITION - REMOVAL/INSTALLATION

WARNING : BE CAREFUL WHEN YOU USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER MATERIALS.
OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND THE LOCAL REGULATIONS
MAKE SURE THAT THERE IS A GOOD FLOW OF AIR THROUGH THE WORK AREA.
DO NOT BREATHE THE FUMES.
DO NOT SMOKE.
DO NOT USE THESE MATERIALS NEAR A FLAME, SPARKS OR SOURCES OF HEAT.
USE PROTECTIVE CLOTHING, GOGGLES AND GLOVES.
IF YOU GET ONE OF THESE MATERIALS:
- ON YOUR SKIN OR IN YOUR EYES, FLUSH IT AWAY WITH A FLOW OF CLEAN WATER.
- IN YOUR MOUTH, GET IMMEDIATE MEDICAL AID.

IN GENERAL, THESE MATERIALS ARE POISONOUS, FLAMMABLE AND SKIN IRRITANTS.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 2.7 m (9 ft.)
B. Material No. 05-013	Special Materials (Ref. 20-31-00)
C. Material No. 08-005A	Bonding and Adhesive Compounds (Ref. 20-31-00)
D. Material No. 09-016	Sealants (Ref. 20-31-00)
E. Material No. 11-003	Cleaning Agents (Ref. 20-31-00)
F. Material No. 09-030	Sealants (Ref. 20-31-00)

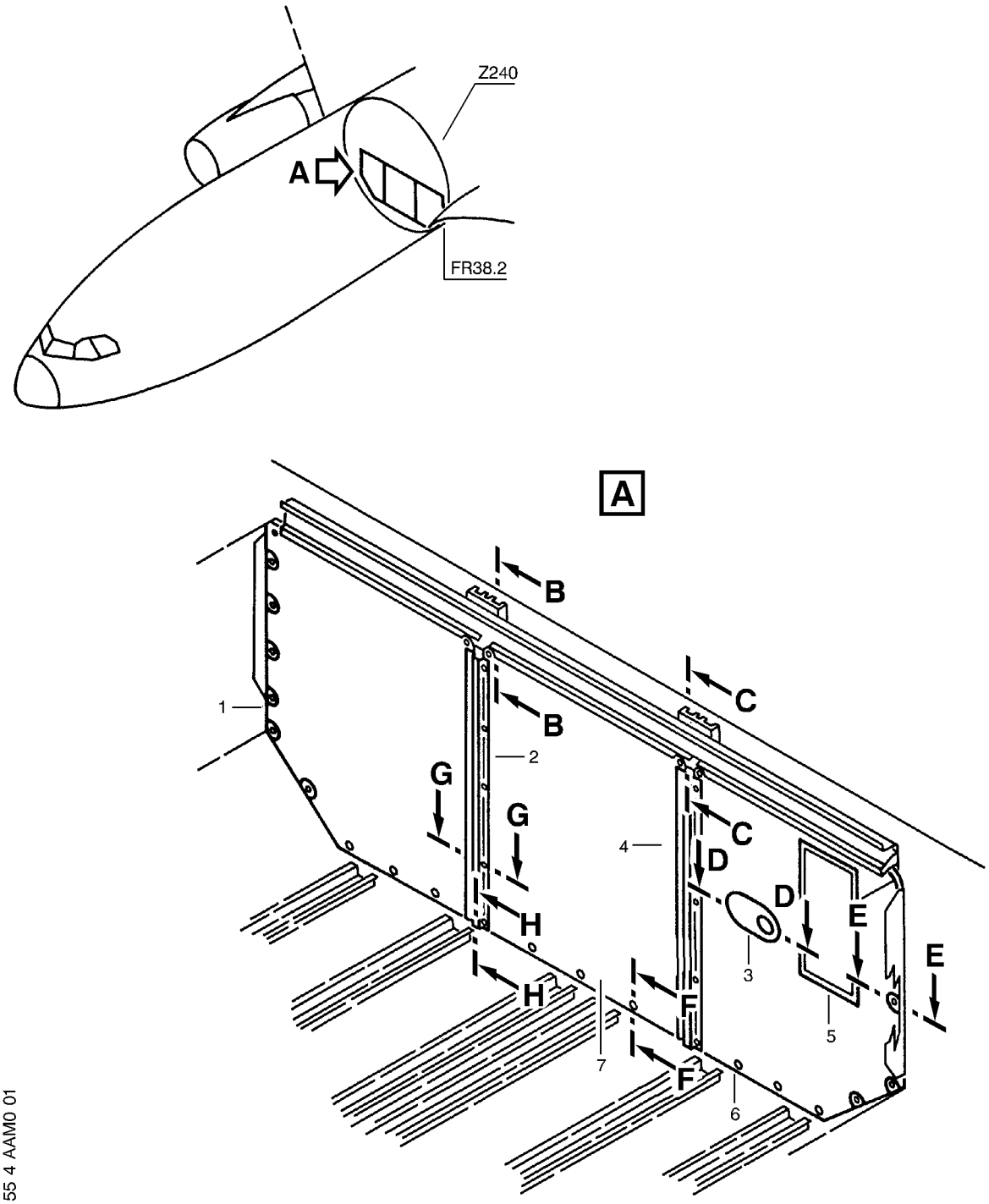
Referenced Procedures
- 11-00-00, P. Block 1 Placards and Markings - General D
- 52-30-00, P. Block 1 Cargo Compartment Doors D
- 52-30-00, P. Block 301 FWD and AFT Cargo Compartment Doors D
- 53-10-50, P. Block 601 Fixed Partitions - Inspection/Check D

2. Procedure

(Ref. Fig. 401)
(Ref. Fig. 402)

A. Job Set-Up
(1)Position access platform.
(2)Open FWD cargo compartment door (Ref. 52-30-00, P. Block 1).
(3)Install door actuator safety lock to FWD cargo compartment door actuator (Ref. 52-30-00, P. Block 301).

B. Removal
(1)Loosen quick-release fasteners (17).
(2)Remove hat sections (2) and (4).
(3)Remove sealants (8) from upper and lower ends of panel gaps.
(4)Loosen quick-release fasteners (14),(19) and (22).
(5)Remove partitions (1) and (7).



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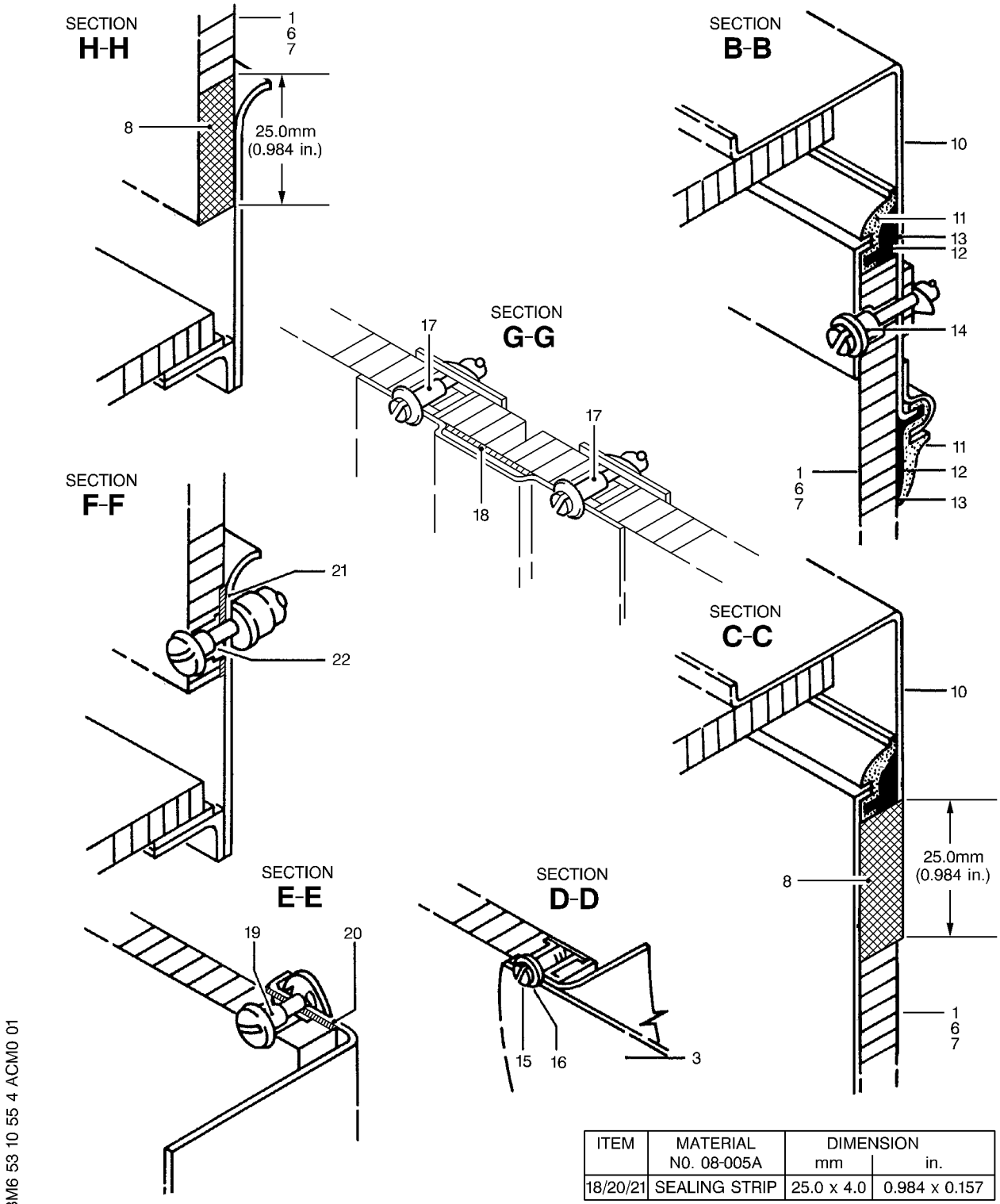
Partition Frame 38.2
Figure 401

R



ITEM	MATERIAL N0. 08-005A	DIMENSION mm	DIMENSION in.
18/20/21	SEALING STRIP	25.0 x 4.0	0.984 x 0.157

Section B-B to H-H of Partition Frame 38.2
Figure 402

R

(6)Remove partition (6) complete with de-compression panel (5) and pressure compensating valve (3).
(7)Remove screws (15) with washers (16).
(8)Remove pressure compensating valve (3).

C. Preparation for Installation

CAUTION : BE CAREFUL WHEN YOU INSPECT/REPLACE THE SEALING OF THE CARGO COMPARTMENT LININGS, PARTITIONS AND FLOOR PANELS.
MAKE SURE THAT THE CARGO COMPARTMENTS ARE CORRECTLY SEALED.
PRESSURE LEAKS THROUGH THE CARGO COMPARTMENT CAN CAUSE A DECREASE IN THE PERFORMANCE OF THE FIRE EXTINGUISHING SYSTEM, IF A FIRE OCCURS.

(1)Remove residual sealant (12) (Material No. 09-016) and separator agent (13) (Material No. 05-013) from contact areas on frame 38.2, partition panels, linings and rubber seals.
(2)Clean areas with solvent (Material No. 11-003).
(3)Make sure that the rubber seals (11) are attached to the partition panels (1),(6),(7) and that they are in good condition.
(4)Do an inspection of the partition panels (1),(6),(7) (Ref. 53-10-50, P. Block 601).
R (5)Make sure that the decompression panels are correctly installed.
R (6)Do an inspection of the sealing strips (18,20,21) at the panels for damage.
R (7)Make sure that:
R - there are no gaps between the sealing strips (18,20,21),
R - the sealing strips (18,20,21) are well bonded at the panels,
R - the sealing strips (18,20,21) are flexible,
R - the sealing strips (18,20,21) have the same thickness per panel,
R - the surface of the sealing strips (18,20,21) is not fractional,
R - no sealing strips (18,20,21) are missing or damaged.
R Renew or install sealing strips (18,20,21) as necessary.
R (8)Make sure that for the sealing strips (18,20,21) Material No. 08-005A and not 08-005 is used. If necessary, replace Material No. 08-005 by 08-005A.
R (9)Clean the contact area where the sealing strips (18,20,21) of the panels touch the structure, using cleaning agent (Material No. 11-003).
R (10)Do an inspection of this structure for integrity and good condition.
R (11)If the structure is damaged, repair or replace it.
R (12)Make sure that the contact areas of the panels at the structure are flat.
R (13)Close any open gaps or holes with sealant (Material No. 09-016) and make it flat.
R (14)Make sure that, after application and drying of the sealant, the contact surfaces are still flat. Rework as necessary.
R (15)Make sure that all fasteners exist and that they are not damaged.
R (16)Check replacement component for serviceability.
R (17)Make sure that placards on replaced or repaired components are in correct positions and in good condition.
R (18)If necessary, install new placards (Ref. 11-00-00, P. Block 1).

D. Installation

(1) Install pressure compensating valve (3) in partition panel (6) and secure with screws (15) and washers (16).

(2) Apply separator agent (13) (Material No. 05-013) to cargo compartment lining (10) and sealant (12) (Material No. 09-016) to rubber seals (11) on partitions (1) and (6).

(3) Position panels (1),(6) and (7) and secure with quick-release fasteners (14),(19) and (22).

R (4) Install sealants (8) (Material No. 09-030) to a thickness of 8mm (0.32 in.) at upper and lower ends of partition panel gaps (1),(6),(7) for about 25.0 mm (0.984 in.).

(5) Apply sealing strips (18) (Material No. 08-005A) to panels.

(6) Position hat sections (2) and (4) and secure with quick-release fasteners.

R (7) After installation of the panels, make sure that all fasteners are
R fully tightened.

R (8) After installation, make sure that there are no open gaps or holes
R between the panels and no open gaps or holes between the panels and
R the structure.

E. Close-Up

(1) Make sure that there are no holes or gaps between partition panels, structure and adjacent panels. If existing, close holes or gaps with sealant (Material No. 09-016).

(2) Make sure that work area is clean and clear of tools and miscellaneous items of equipment.

(3) Remove door actuator safety lock (Ref. 52-30-00, P. Block 301).

(4) Close FWD cargo compartment door (Ref. 52-30-00, P. Block 1).

(5) Remove access platform.

AFT CARGO COMPARTMENT FIXED PARTITION REMOVAL/INSTALLATION

R WARNING : BE CAREFUL WHEN YOU USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER
R MATERIALS.
R OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND THE LOCAL
R REGULATIONS.
R MAKE SURE THAT THERE IS A GOOD FLOW OF AIR THROUGH THE WORK AREA.
R DO NOT BREATHE THE FUMES.
R DO NOT SMOKE.
R DO NOT USE THESE MATERIALS NEAR A FLAME, SPARKS OR SOURCES OF HEAT.
R USE PROTECTIVE CLOTHING, GOGGLES AND GLOVES.
R IF YOU GET ONE OF THESE MATERIALS:
R - ON YOUR SKIN OR IN YOUR EYES, FLUSH IT AWAY WITH A FLOW OF CLEAN
R WATER.
R - IN YOUR MOUTH, GET IMMEDIATE MEDICAL AID.
R IN GENERAL, THESE MATERIALS ARE POISONOUS, FLAMMABLE AND SKIN
R IRRITANTS.

1. Equipment and Material

ITEM	DESIGNATION
A.	Access Platform, 2.3 m (7.5 ft.)
B.	Nonmetallic Scraper
C. Material No. 05-002	Special Materials (Ref. 20-31-00)
D. Material No. 05-014	Special Materials (Ref. 20-31-00)
E. Material No. 08-005A	Bonding and Adhesive Compounds (Ref. 20-31-00)
F. Material No. 09-016	Sealants (Ref. 20-31-00)
R G. Material No. 11-003	Cleaning Agents (Ref. 20-31-00)
R H. Material No. 09-030	Sealants (Ref. 20-31-00)

Referenced Procedures

**ON A/C 101-200,

- 28-11-36, P. Block 401	Additional Center Tank

**ON A/C ALL

- 11-00-00, P. Block 1	Placards and Markings - General
- 51-76-10, P. Block 801	Repair of Sealing
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 53-10-50, P. Block 601	Fixed Partitions - Inspection/Check

2. Procedure

A. Job Set Up
(1)Position access platform.
(2)Open AFT cargo compartment door and secure with safety lock
(Ref. 52-30-00, P. Block 301).

**ON A/C 101-200,

(3)Remove additional center tank in AFT cargo compartment (Ref. 28-11-36, P. Block 401).

**ON A/C ALL

B. Removal

**ON A/C ALL

(Ref. Fig. 401)

**ON A/C ALL

(1)AFT cargo compartment partition STA2931(FR54) (Ref. Fig. 401).
(a)Remove screws (5), washers (4), seal retainers (3) and seals (2).
(b)Remove screws (17), washers (7) and lining strips (16).
R (c)Remove adhesive tape (6), sealants (18) from upper and lower ends of panel gaps.

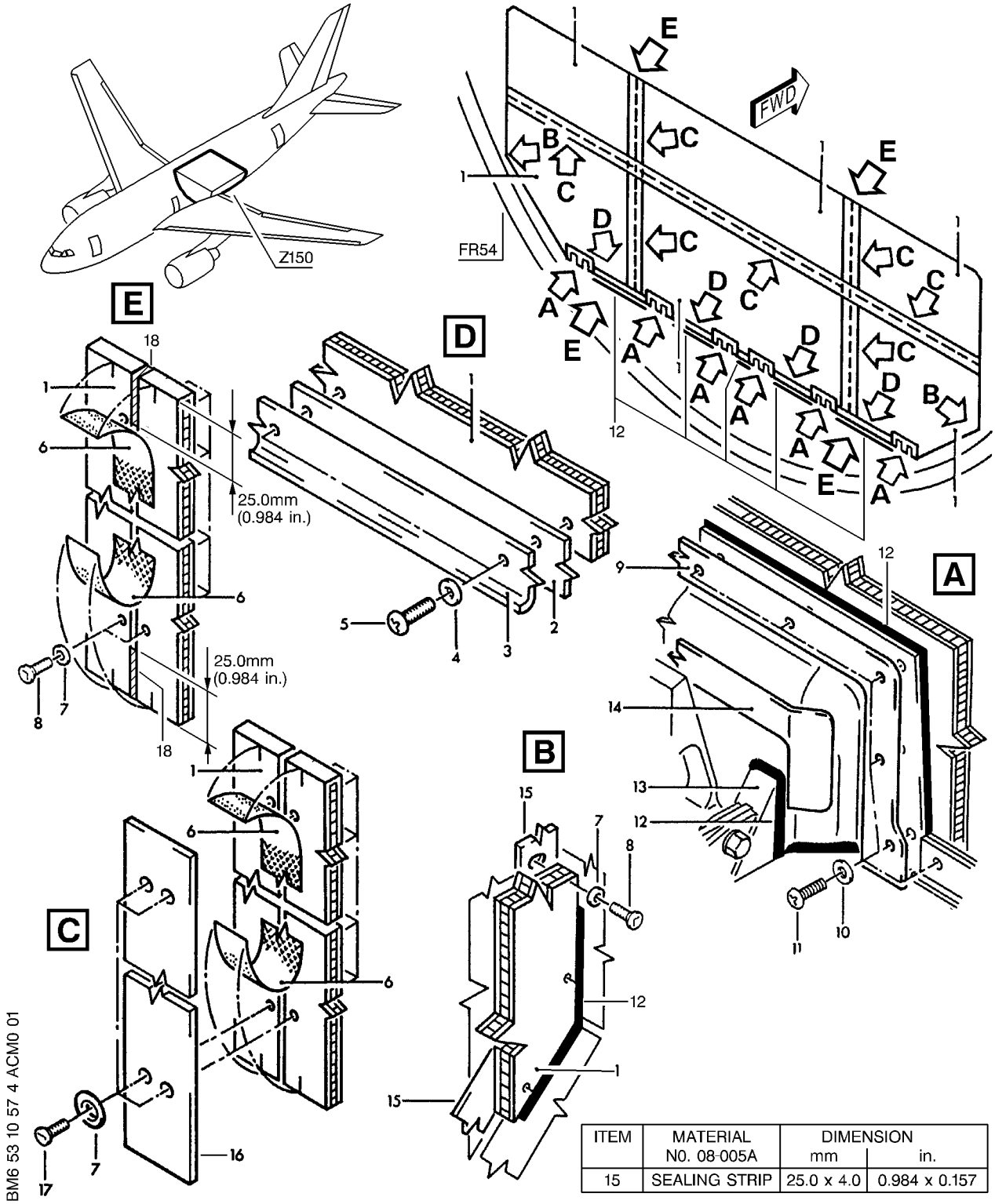
**ON A/C ALL

C. Preparation for Installation
(1)AFT cargo compartment partition STA2931(FR54) (Ref. Fig. 401)

**ON A/C ALL

CAUTION : BE CAREFUL WHEN YOU INSPECT/REPLACE THE SEALING OF THE CARGO COMPARTMENT LININGS, PARTITIONS AND FLOOR PANELS. MAKE SURE THAT THE CARGO COMPARTMENTS ARE CORRECTLY SEALED. PRESSURE LEAKS THROUGH THE CARGO COMPARTMENT CAN CAUSE A DECREASE IN THE PERFORMANCE OF THE FIRE EXTINGUISHING SYSTEM, IF A FIRE OCCURS.

(a)Remove old sealant from roller tracks (13) and seals (14) by using non-metallic scraper.
R (b)Do an inspection of the seals (14) and replace damaged seals (14).



ITEM	MATERIAL N0. 08-005A	DIMENSION mm	DIMENSION in.
15	SEALING STRIP	25.0 x 4.0	0.984 x 0.157

Partition Panels Frame 54
Figure 401

R

(c)Remove old sealant from seals (2), seal retainer (3) and partition panels (1) using nonmetallic scraper.
R (d)Do an inspection of the seals (2) and replace damaged seals (2).
(e)Do an inspection of the panels (Ref. 53-10-50, P. Block 601).
R (f)Do an inspection of the sealing strips (15) at the panels for damage.
R (g)Make sure that:
R - there are no gaps between the sealing strips (15),
R - the sealing strips (15) are well bonded at the panels,
R - the sealing strips (15) are flexible,
R - the sealing strips (15) have the same thickness per panel,
R - the surface of the sealing strips (15) is not fractional,
R - no sealing strips (15) are missing or damaged.
R Renew or install sealing strips (15) as necessary.
R (h)Make sure that for the sealing strips (15) (Material No. 08-005A and
R not 08-005 is used. If necessary, replace Material No. 08-005 by
R 08-005A.
R (j)Clean the contact area where the sealing strips (15) of the panels
R touch the structure, using cleaning agent (Material No. 11-003).
R (k)Do an inspection of this structure for integrity and good condition.
R (l)If the structure is damaged, repair or replace it.
R (m)Make sure that the contact areas of the panels at the structure are
R flat.
R (n)Close any open gaps or holes with sealant (Material No. 09-016) and
R make it flat.
R (p)Make sure that after application and drying of the sealant, the
R contact surfaces are still flat. Rework as necessary.
R (q)Make sure that all fasteners exist and that they are not damaged.
R (r)Check replacement component for serviceability.
R (s)Make sure that placards on replaced or repaired components are in correct positions and in good condition.
R (t)If necessary, install new placards (Ref. 11-00-00, P. Block 1).
R (u)Apply corrosion preventive paste (Material No. 05-002) to threads of all screws.
R (v)For replacement panels do the following:
1 Remove screws (11), washers (10), plates (9) and seals (14) from removed panels (1) and install on replacement panels (1).

**ON A/C 101-200,

2 Remove buffers from removed panels and install on replacement panels.

**ON A/C ALL

D. Installation
(1)AFT cargo compartment partition STA2931(FR54) (Ref. Fig. 401).

**ON A/C ALL

(a)Position partition panels (1) and install washers (7) and screws (8) around the wall.
(b)Position seal (2), seal retainer (3) and install washers (4) and screws (5).
R (c)Install sealants (18) (Material No. 09-030) to a thickness of 8.0 mm (0.32 in.) at upper and lower ends of partition panel gaps (1) for about 25.0 mm (0.984 in.).
R (d)After installation of the panels, make sure that all fasteners are
R fully tightened.
R (e)Cover gaps between panels with adhesive tape (6) (Material No. 05-014) and lining strips (16). Install washers (7) and screws (17).
R (f)Apply sealant (12) (Material No. 09-016) to roller tracks (13) and seals (14) (Ref. 51-76-10, P. Block 801).
R (g)Apply sealant (12) (Material No. 09-016) to lower part of panels (1) in areas between the roller tracks (13) and around plates (9).
R (h)Make sure that there are no holes or gaps between partition panels, structure and adjacent panels. If existing, close holes or gaps with sealant (Material No. 09-016).

**ON A/C 101-200,

R (j)Install additional center tank in AFT cargo compartment (Ref. 28-11-36, P. Block 401).

**ON A/C ALL

E. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Remove safety lock (Ref. 52-30-00, P. Block 301) and close AFT cargo compartment door.
(3)Remove access platform.

BULK CARGO COMPARTMENT FIXED PARTITION REMOVAL/INSTALLATION

R WARNING : BE CAREFUL WHEN YOU USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER
R MATERIALS.
R OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND THE LOCAL
R REGULATIONS.
R MAKE SURE THAT THERE IS A GOOD FLOW OF AIR THROUGH THE WORK AREA.
R DO NOT BREATHE THE FUMES.
R DO NOT SMOKE.
R DO NOT USE THESE MATERIALS NEAR A FLAME, SPARKS OR SOURCES OF HEAT.
R USE PROTECTIVE CLOTHING, GOGGLES AND GLOVES.
R IF YOU GET ONE OF THESE MATERIALS:
R - ON YOUR SKIN OR IN YOUR EYES, FLUSH IT AWAY WITH A FLOW OF CLEAN
R WATER.
R - IN YOUR MOUTH, GET IMMEDIATE MEDICAL AID.
R IN GENERAL, THESE MATERIALS ARE POISONOUS, FLAMMABLE AND SKIN
R IRRITANTS.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms, 2.3 m (7.5 ft.)
B.	Nonmetallic Scraper
C. Material No. 05-002	Special Materials (Ref. 20-31-00)
D. Material No. 05-013	Special Materials (Ref. 20-31-00)
E. Material No. 08-005A	Bonding and Adhesive Compounds (Ref. 20-31-00)
F. Material No. 09-016	Sealants (Ref. 20-31-00)
R G. Material No. 09-030	Sealants (Ref. 20-31-00)
H. Material No. 11-003	Cleaning Agents (Ref. 20-31-00)

**ON A/C 101-200,

Referenced Procedures

- 11-00-00, P. Block 1	Placards and Markings - General
- 25-66-30, P. Block 201	AFT and BULK Cargo Compartment Decompression Panels
- 51-76-10, P. Block 801	Repair of Sealing
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 52-52-15, P. Block 401	Aft Cabin Underfloor Compartment Access Door
- 53-10-50, P. Block 601	Fixed Partitions - Inspection/Check

**ON A/C 001-100,

Referenced Procedures

- 11-00-00, P. Block 1	Placards and Markings - General
- 25-66-30, P. Block 201	AFT and BULK Cargo Compartment Decompression

	Panels
- 38-35-11, P. Block 401	Waste Tank
- 38-35-21, P. Block 401	Flush Line - Check Valve
- 38-35-31, P. Block 401	Logic Control Unit
- 51-76-10, P. Block 801	Repair of Sealing
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 52-52-15, P. Block 401	Aft Cabin Underfloor Compartment Access Door
- 53-10-50, P. Block 601	Fixed Partitions - Inspection/Check

**ON A/C ALL

2. Procedure

A. Job Set Up
(1)Position access platforms.
(2)Open AFT cargo compartment door and secure with safety lock (Ref. 52-30-00, P. Block 301).
(3)Open BULK cargo compartment door.

B. Removal
(Ref. Fig. 401)

**ON A/C 101-200,

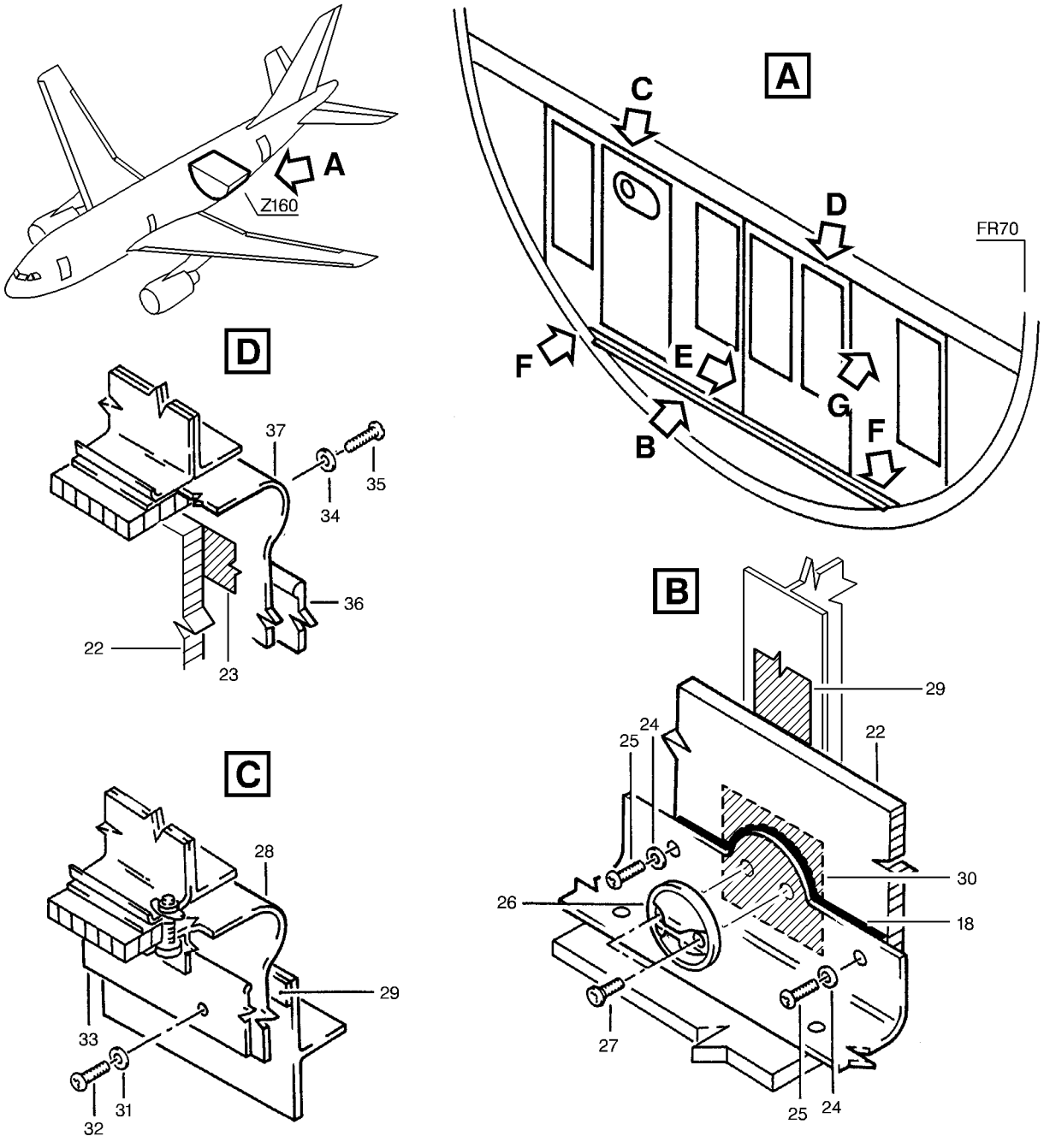
(Ref. Fig. 402)

**ON A/C 001-100,

(Ref. Fig. 403, 404, 405)

**ON A/C 101-200,

(1)BULK cargo compartment partition STA3779(FR70) (Ref. Fig. 401)
(a)Remove access door 162AZ (Ref. 52-52-15, P. Block 401).
(b)Remove screws (27) and anchor plate (26).
(c)Remove screws (25) and washers (24).
(d)Remove screws (20) and washers (21).
(e)Remove studs (17) with washers (16).
R (f)Remove sealants (19) from upper and lower ends of partition panel gaps.
(g)Remove screws (32, 35), washers (31, 34) and seal retainers (33, 36).
(h)Lift and remove partition panels (22).
(2)Partition support structure STA3779(FR70) (Ref. Fig. 402)
(a)Remove bolt (47), washers (48) and nut (50) from lower end of stay assembly (49).
(b)Lift stay assembly (49) to clear attach bracket (51), tilt and lower upper end (46) from slot in bracket (45).



ITEM	MATERIAL N0. 08-005A	DIMENSION mm	DIMENSION in.
23	SEALING STRIP	25.0 x 2.0	0.984 x 0.079
29	SEALING STRIP	19.0 x 2.0	0.748 x 0.079
30	SEALING STRIP	38.0 x 2.0	1.496 x 0.079

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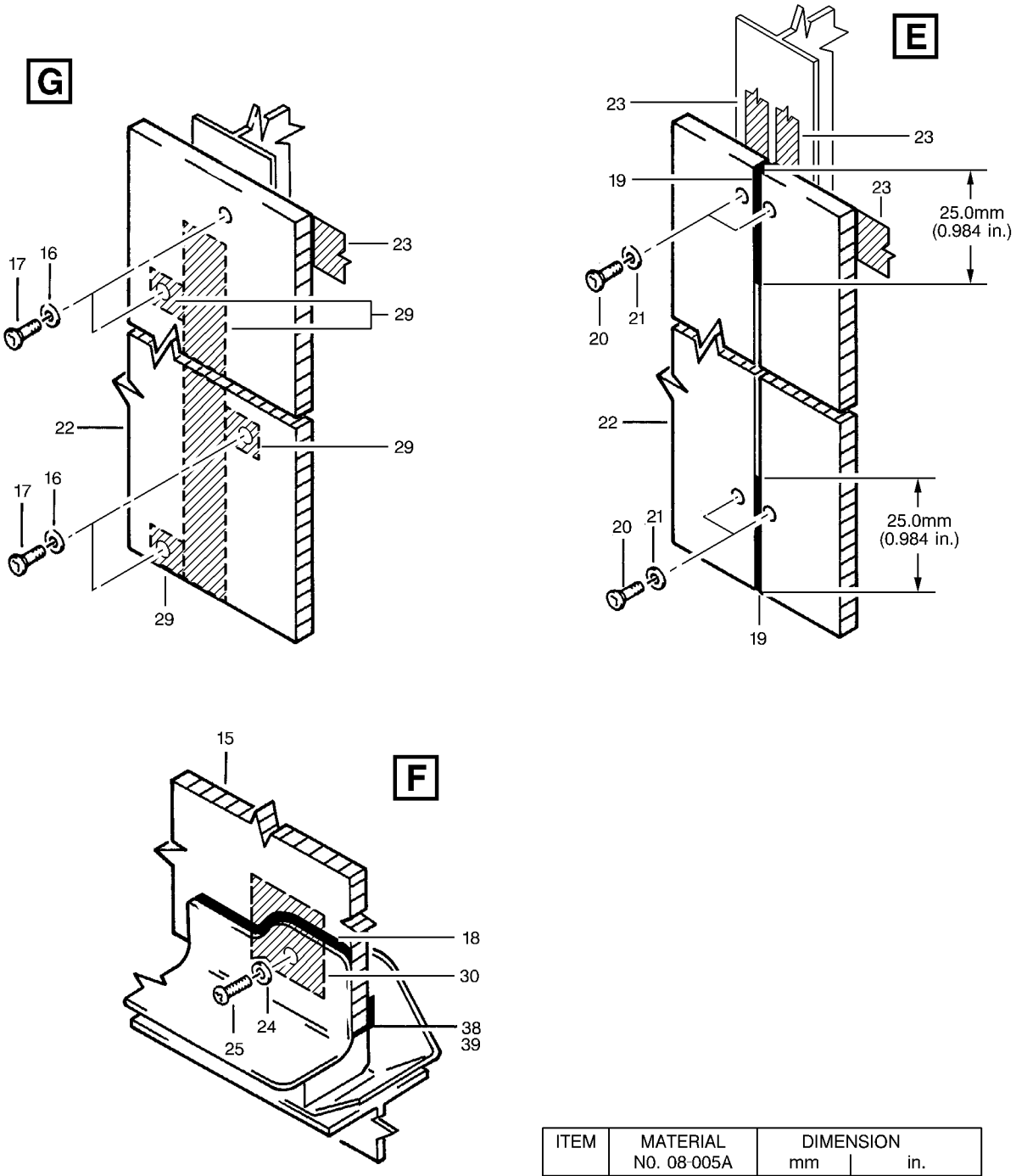
Partition Panels STA3779(FR70)
Sheet 1 of 2
Figure 401

R



ITEM	MATERIAL N0. 08-005A	DIMENSION mm	DIMENSION in.
23	SEALING STRIP	25.0 x 2.0	0.984 x 0.079
29	SEALING STRIP	19.0 x 2.0	0.748 x 0.079
30	SEALING STRIP	38.0 x 2.0	1.496 x 0.079

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Partition Panels STA3779(FR70)
Sheet 2 of 2
R Figure 401

R EFFECTIVITY: ALL

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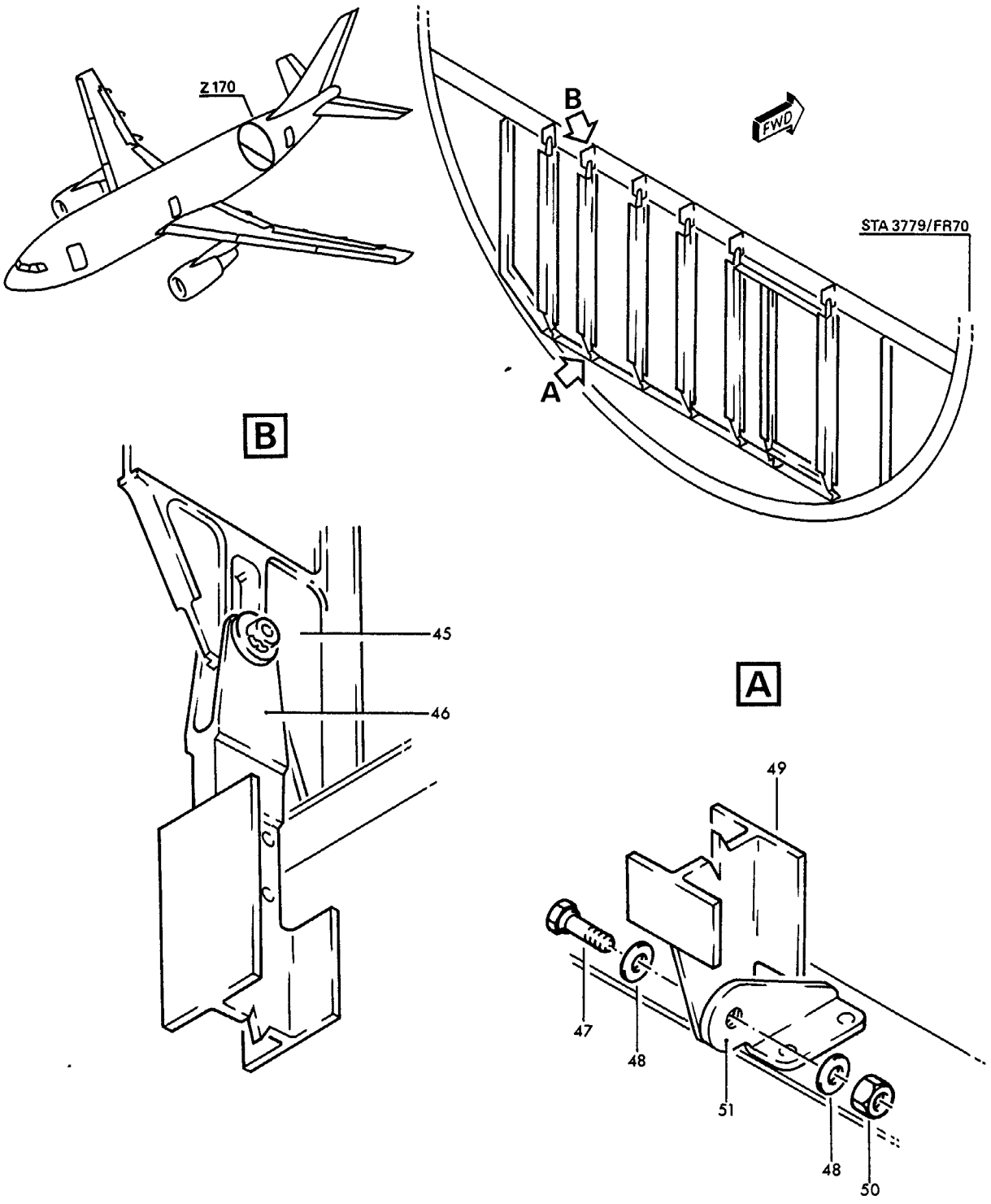

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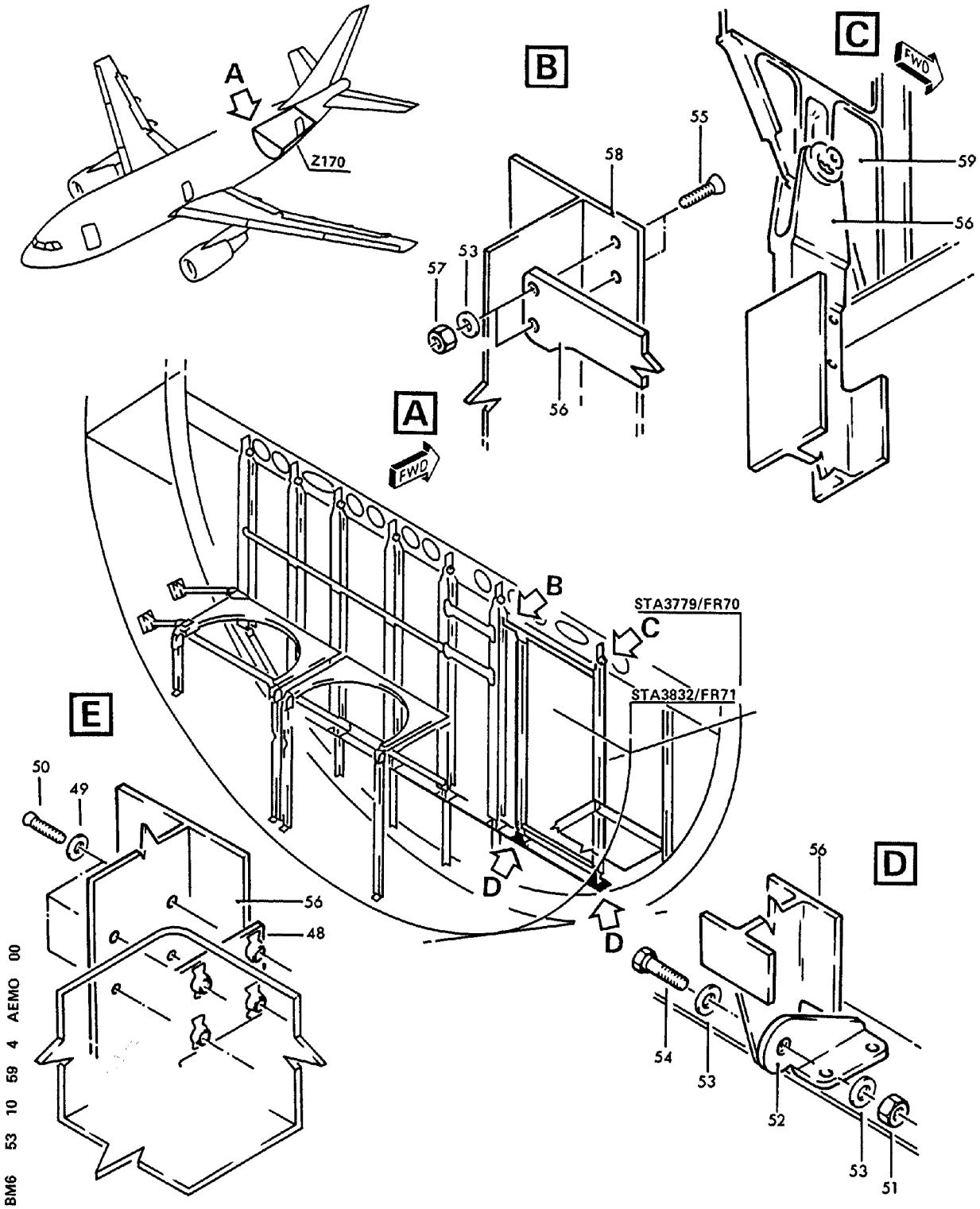
Partition Support Structure STA3779(FR70)
Figure 402



Partition Door Support Structure
STA3779(FR70)
Figure 403

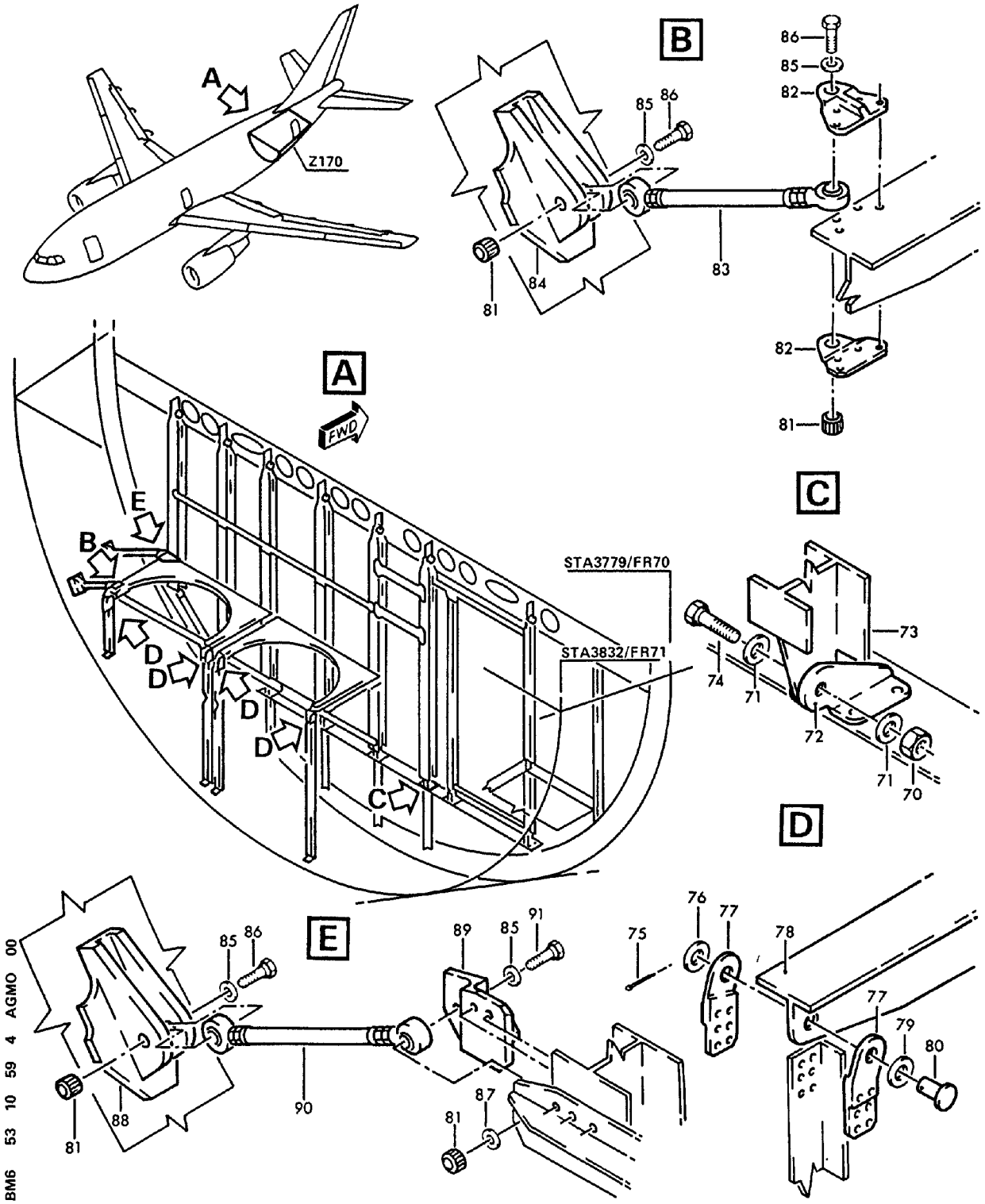
**ON A/C 001-100,

(1)Remove partition panels at STA3779(FR70) (Ref. Fig. 401).
(a)Open access door 162AZ.
(b)Remove logic control unit (Ref. 38-35-31, P. Block 401).
(c)Remove access door 162AZ (Ref. 52-52-15, P. Block 401).
(d)Remove screws (27) and anchor plate (26).
(e)Remove screws (25) and washers (24).
(f)Remove screws (20) and washers (21).
(g)Remove studs (17) with washers (16).
R (h)Remove sealants (19) from upper and lower ends of partition panel gaps.
(j)Remove screws (32, 35), washers (31, 34) and seal retainers (33, 36).
(k)Lift and remove partition panels (22).
(2)Remove door support structure STA3779(FR70) (Ref. Fig. 403)
(a)Remove screws (50) and washers (49) from door support structure (56) to stowage-flight kit angle (48).
(b)Remove nuts (51), washers (53), bolts (54) and washers (53) from lower attach brackets (52) of door support structure (56).
(c)Remove nuts (57), washers (53) and screws (55) from upper door support structure (56) and partition support structure (58).
(d)Lift door support structure (56) to clear attach brackets (52), tilt and lower upper end (56) from slot in bracket (59).
(e)Remove door support structure (56).
(f)Remove waste tanks (Ref. 38-35-11, P. Block 401).
(g)Remove flush line (Ref. 38-35-21, P. Block 401).
(3)Remove partition attachments STA3779(FR70) and STA3832(FR71) (Ref. Fig. 404)
(a)Remove nut (70), washer (71), bolt (74) and washer (71) from lower attach bracket (72) and partition support structure (73).
(b)Remove cotter pins (75), washers (76), pins (80) and washers (79) from fittings (77) of brackets (78).
(c)Remove nuts (81), washer (87), bolts (86, 91), washers (85) from fittings (82, 84), (88, 89) of tie-rod (83) and (90) as required.
(4)Remove lower attachments of partition support structure STA3779(FR70) (Ref. Fig. 405).
(a)Remove cotter pins (100), washers (101, 102), pins (103, 104, 105, 106) and washers (101, 102) from lower partition support structure (107) and brackets (109).
(b)Lift partition support structure (107) to clear attach brackets (109), tilt and lower upper ends (107) from slot in brackets (108).
(c)Remove partition support structure (107).

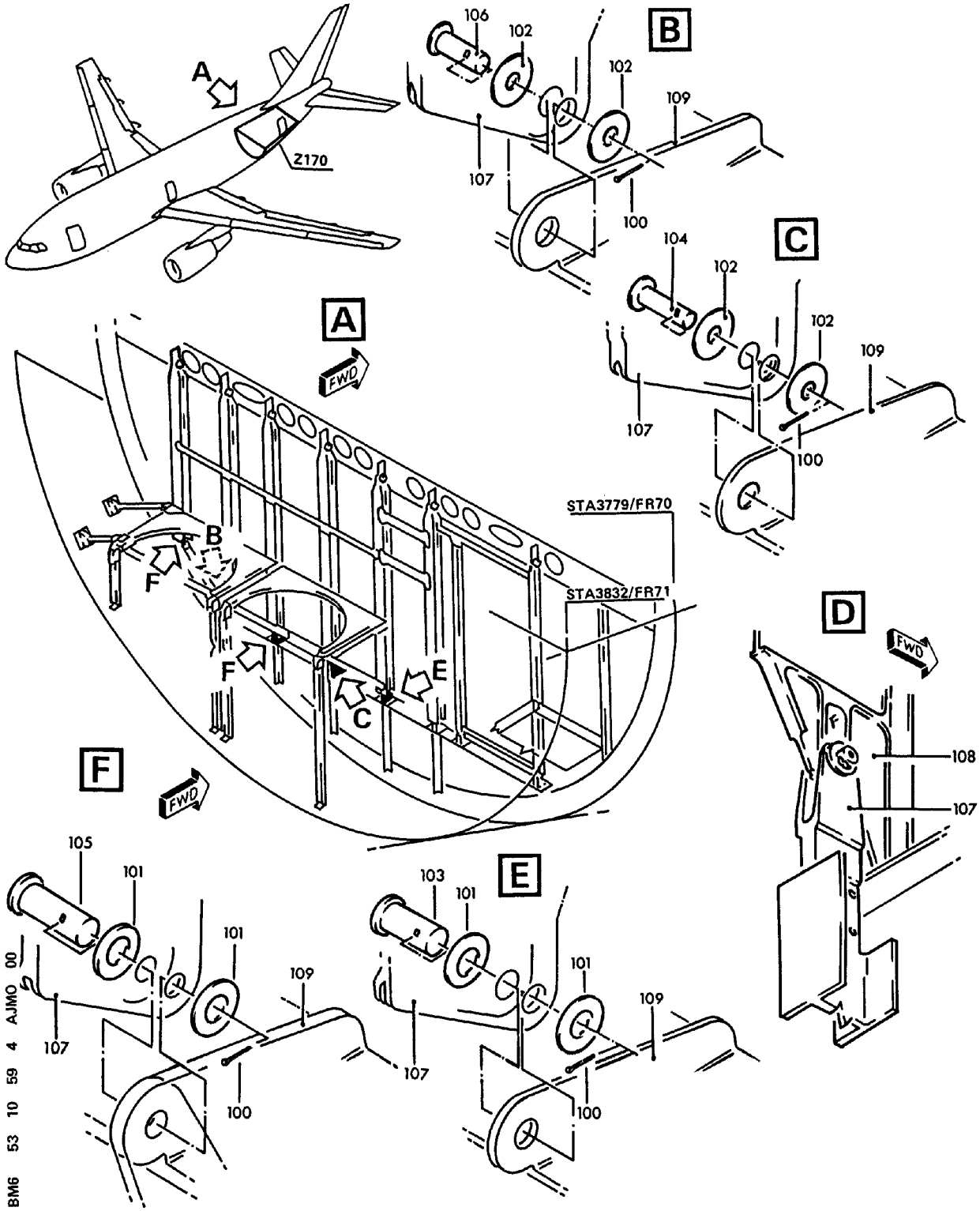
**ON A/C ALL

C. Preparation for Installation

CAUTION : BE CAREFUL WHEN YOU INSPECT/REPLACE THE SEALING OF THE CARGO



Partition Attachments
STA3779(FR70), STA3832(FR71)
Figure 404



Partition Lower Attachments
STA3779(FR70)
Figure 405

R EFFECTIVITY: 001-100,

PIA

COMPARTMENT LININGS, PARTITIONS AND FLOOR PANELS.
MAKE SURE THAT THE CARGO COMPARTMENTS ARE CORRECTLY SEALED.
PRESSURE LEAKS THROUGH THE CARGO COMPARTMENT CAN CAUSE A DECREASE IN THE PERFORMANCE OF THE FIRE EXTINGUISHING SYSTEM, IF A FIRE OCCURS.

(1)Bulk cargo compartment partition STA3779(FR70) (Ref. Fig. 401)
(a)Remove residual sealant (18),(38) (Material No. 09-016) and separator agent (39) (Material No. 05-013) from panels (15) and relevant structure parts.
(b)Clean areas with solvent (Material No. 11-003).
(c)Make sure that the seals (28),(37) are in good condition, replace if necessary.
(d)Do an inspection of the partition panels (15),(22) (Ref. 53-10-50, P. Block 601).
R (e)Do an inspection of the sealing strips (23,29,30) at the panels for damage.
R (f)Make sure that:
R - there are no gaps between the sealing strips (23,29,30),
R - the sealing strips (23,29,30) are well bonded at the panels,
R - the sealing strips (23,29,30) are flexible,
R - the sealing strips (23,29,30) have the same thickness per panel,
R - the surface of the sealing strips (23,29,30) is not fractional,
R - no sealing strips (23,29,30) are missing or damaged.
R Renew or install sealing strips (23,29,30) as necessary.
R (g)Make sure that for the sealing strips (23,29,30) Material No. 08-005A and not 08-005 is used. If necessary, replace Material No. 08-005 by 08-005A.
R (h)Clean the contact area where the sealing strips (23,29,30) of the panels touch the structure, using cleaning agent (Material No. 11-003).
R (j)Do an inspection of this structure for integrity and good condition.
R (k)If the structure is damaged, repair or replace it.
R (l)Make sure that the contact areas of the panels at the structure are flat.
R (m)Close any open gaps or holes with sealant (Material No. 09-016) and make it flat.
R (n)Make sure that, after application and drying of the sealant, the contact surfaces are still flat. Rework as necessary.
R (p)Make sure that all fasteners exist and that they are not damaged.
R (q)Check replacement component for serviceability.
R (r)Make sure that decompression panels are correctly installed (Ref. 25-66-30, P. Block 201).
R (s)Make sure that placards on replaced or repaired components are in correct positions and in good condition.
R (t)If necessary, install new placards (Ref. 11-00-00, P. Block 1).

**ON A/C 101-200,

D. Installation

NOTE : Apply corrosion-preventive paste (Mat. No. 05-002) to threads of bolts and screws.

(1)Partition support structure STA3779(FR70) (Ref. Fig. 402)

(a)Insert upper end (46) of stay assembly (49) into slot in bracket (45). Align lower end of stay assembly (49) with attach bracket (51).

(b)Insert bolt (47) and washers (48) through stay assembly (49) and attach bracket (51). Install washer (48) and nut (50).

(2)BULK cargo compartment partition STA3779(FR70) (Ref. Fig. 401)

(a)Apply separator agent (39) (Material No. 05-013) to outboard corners at floor level.

(b)Apply sealant (38) (Material No. 09-016) to partition panels (15).

(c)Position partition panels (15),(22).

(d)Position seal retainer (33),(36) over seals (28),(37) and install washers (31),(34) and screws (32),(35).

(e)Install washers (21) and screws (20).

(f)Install washers (24) and screws (25).

(g)Install studs (17) with washers (16).

(h)Install anchor plate (26) with screws (27).

(j)Install access door 162AZ (Ref. 52-52-15, P. Block 401).

R (k)Install sealants (19) (Material No. 09-030) to a thickness of 8.0 mm (0.32 in.) at upper and lower ends of partition panel gaps for about 25 mm (0.984 in.).

R (l)After installation of the panels, make sure that all fasteners are fully tightened.

R (m)Apply sealant (18) (Material No. 09-016) to lower part of partition panels (15),(22).

R (n)Make sure that there are no holes or gaps between partition panels, structure and adjacent panels. If existing, close holes or gaps with sealant (Material No. 09-016).

**ON A/C 001-100,

D. Installation

NOTE : Apply corrosion-preventive paste (Mat. No. 05-002) to threads of all pins, bolts and screws.

(1)Install lower attachments of partition support structure STA3779(FR70) and STA3832(FR71) (Ref. Fig. 405, 404):

(a)Insert upper ends of partition support structure (107) into slots in brackets (108). Align lower ends of support structure (107, 73) with attach brackets (109, 72), both brackets (78) and fittings (77).

(b)Install washers (101, 102), pins (103, 104, 105, 106), washers (101, 102) on lower partition support structure (107) and brackets (109).

(c)Safety with cotter pins (100).

(2)Install partition attachments STA3779(FR70) and STA3872(FR71) (Ref. Fig. 404)

(a)Install washer (71), bolt (74), washer (71) and nut (70) on lower attach bracket (72) of partition support structure (73).

(b)Install washers (79), pins (80), washers (76) and safety with

cotter pins (75).
(c)Install tie-rods (90) and (83).
(d)Install washers (85), bolts (86, 91), washer (87) and nuts (81) on fittings (82, 84), (88, 89) of tie-rods.
(e)Tighten all nuts.
(f)Install flush line (Ref. 38-35-21, P. Block 401).
(g)Install waste tanks (Ref. 38-35-11, P. Block 401).
(3)Install door support structure STA3779(FR70) (Ref. Fig. 403):
(a)Insert upper end of door support structure (56) into slot in bracket (59). Align door support structure (56) with attachment points.
(b)Install washers (53), bolts (54) washers (53) and nuts (51) on lower attach brackets (52) of door support structure (56).
(c)Install screws (55), washers (53), nuts (57) on upper door support structure (56) and partition support structure (58).
(d)Install washers (49) and screws (50) on door support structure (56) and stowage-flight kit angle (48).
(e)Tighten all screws and nuts.
(4)Install BULK cargo compartment partition STA3779(FR70) (Ref. Fig. 401):
(a)Apply separator agent (39) (Material No. 05-013) to outboard corners at floor level.
(b)Apply sealant (38) (Material No. 09-016) to partition panels (15).
(c)Position partition panels (15),(22).
(d)Position seal retainer (33),(36) over seals (28),(37) and install washers (31),(34) and screws (32),(35).
(e)Install washers (21) and screws (20).
(f)Install washers (24) and screws (25).
(g)Install studs (17) with washers (16).
(h)Install anchor plate (26) with screws (27).
(j)Install access door 162AZ (Ref. 52-52-15, P. Block 401).
R (k)Install sealants (19) (Material No. 09-030) to a thickness of 8.0 mm (0.32 in.) at upper and lower ends of partition panel gaps for about 25 mm (0.984 in.).
(l)Apply sealant (18) (Material No. 09-016) to lower part of partition panels (15),(22).
R (m)After installation of the panels, make sure that all fasteners are
R fully tightened.
R (n)Make sure that there are no holes or gaps between partition panels, structure and adjacent panels. If existing, close holes or gaps with sealant (Material No. 09-016).
R (p)Install logic control unit (Ref. 38-35-31, P. Block 401).
R (q)Close access door 162AZ.

**ON A/C ALL

E. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Remove safety lock (Ref. 52-30-00, P. Block 301) and close AFT cargo compartment door.
(3)Close BULK cargo compartment door.
(4)Remove access platforms.

FAIRINGS - DESCRIPTION AND OPERATION

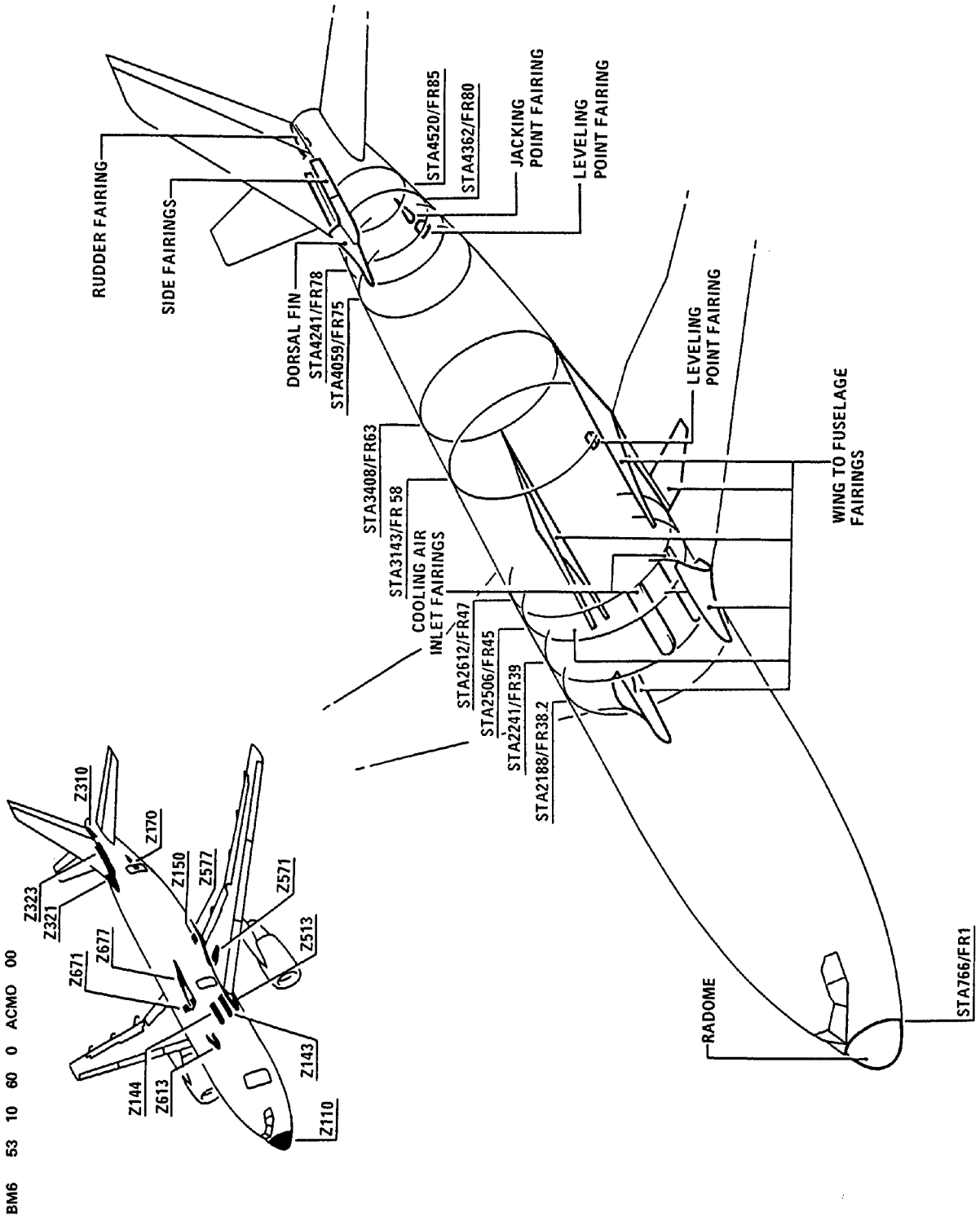
1. General

A. Aerodynamic fairings are fitted at fuselage to component joints, and where structural fittings project from the fuselage. They ensure clean airflow and counteract turbulence.

2. Component Location

(Ref. Fig. 001)

FIN	FUNCTIONAL DESIGNATION	PANEL	ZONE	ACCESS DOOR	ATA REF.
	RADOME		110		53-10-61
	FAIRINGS-WING TO FUSELAGE		513		53-10-63
			613		
	FIN-DORSAL, VERTICAL STABILIZER		321		53-10-67
	FAIRINGS-SIDE, VERTICAL STABILIZER		323		53-10-69
	FAIRINGS-RUDDER		310		53-10-71
	FAIRINGS-COOLING AIR INLET		143		53-10-73
	FAIRINGS-LEVELING POINTS		150		
	FAIRINGS-AFT JACKING POINTS		310		



Fairings - General View
Figure 001

WARNING : CHECK THAT LANDING GEAR GROUND SAFETIES INCLUDING WHEEL CHOCKS ARE IN POSITION.
BEFORE APPLYING OR RELIEVING HYDRAULIC SYSTEM PRESSURE MAKE CERTAIN THAT THE TRAVEL RANGES OF THE CONTROL SURFACES ARE CLEAR.
BEFORE PRESSURIZING HYDRAULIC SYSTEMS. CHECK THAT ALL CONTROLS ARE SET TO CORRESPOND WITH THE ACTUAL POSITION OF THE SERVICES THEY OPERATE.
BEFORE PROCEEDING WITH MAINTENANCE WORK ON OR NEAR MECHANICAL FLIGHT CONTROLS OR PRIMARY FLIGHT CONTROL SURFACES, LANDING GEARS, ASSOCIATED DOORS OR ANY MOVING COMPONENT, MAKE CERTAIN THAT GROUND SAFETIES AND/OR WARNING NOTICES ARE IN CORRECT POSITION TO PREVENT INADVERTENT OPERATION OF CONTROLS.

CAUTION : TO PREVENT FURTHER DEGRADATION, MAKE CERTAIN THAT PAINT COATING OF COMPOSITE STRUCTURE IS RESTORED IF DAMAGED (REF. 51-75-10, P. BLOCK 801).

NOTE : Should crack formation be suspected during the following inspection/check, an approved nondestructive test must be carried out.
If a crack is subsequently proved to exist, a structural repair must be carried out, or the component must be replaced.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 3.8 - 7.5 m (12.5 - 24.6 ft.)
B.	Rubber Mats
C.	Warning Notices
Referenced Procedures	
- 29-10-00, P. Block 301	Main Hydraulic Power - Pressurization/Depressurization
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 51-77-10, P. Block 801	Repair of Composite Components
- 53-10-63, P. Block 401	Wing to Fuselage Fairings
- 53-10-67, P. Block 401	Vertical Stabilizer Dorsal Fin
- 53-10-69, P. Block 401	Vertical Stabilizer Side Fairings
- 53-10-71, P. Block 401	Rudder Fairings
- 53-11-61, P. Block 401	Radome
- 53-11-61, P. Block 601	Radome
- 53-15-73, P. Block 401	Cooling Air Inlet Fairings

2. Procedure

A. Job Set-Up
(1)Position access platform.
(2)Display warning notices in flight compartment prohibiting operation of flight controls.
(3)Depressurize hydraulic system (Ref. 29-10-00, P. Block 301).
(4)Position rubber mats as required.

B. Inspection
(1)For damage limit of radome refer to 53-11-61, P. Block 601.
(2)The following components have specific damage criteria:
(a)Dorsal fin
Scratches
- Max. length 100 mm (3.94 in.). Max. depth 0.1 mm (0.004 in.).
Erosion
- Max. area 1000 mm² (1.55 sq.in.). Max. depth 0.1 mm (0.004 in.).
Delamination
- Max. 10 delaminations of max. area 2000 mm² (3.1 sq.in.) each or 2 delaminations of between 2000 and 4400 mm² (3.1 and 6.8 sq.in.) each. Min. distance between delaminations is 250 mm (9.8 in.).
Cracks, Dents or Holes
- Not permitted.
(b)Not applicable
(c)Wing to fuselage fairing
(d)Vertical stabilizer side fairings
(e)Jacking and leveling point fairings
(f)Cooling air inlet fairings
(g)Rudder fairings
(h)Damage limits for steps (c) thru (g) are as follows:
Scratches
- Max. length 200 mm (7.87 in.). Max. depth 0.2 mm (0.008 in.).
Erosion
- Max. area 10000 mm² (15.5 sq.in.). Max. depth 0.1 mm (0.004 in.).
Delamination
- Max. area 4400 mm² (6.8 sq.in.). Min. distance between delaminations is 150 mm (5.9 in.).
Cracks, Dents or Holes
- Not permitted.
(3)Should damage limits be exceeded, a repair must be carried out, or component must be replaced.
(a)For repair of paint coatings refer to 51-75-10, P. Block 801.
(b)For repair of sealing refer to 51-76-10, P. Block 801.
(c)For repair of composite components refer to 51-77-10, P. Block 801.
(4)For removal/installation of:
(a)Radome refer to 53-11-61, P. Block 401.
(b)Vertical stabilizer dorsal fin refer to 53-10-67, P. Block 401.
(c)Wing to fuselage fairings refer to 53-10-63, P. Block 401.
(d)Vertical stabilizer side fairings refer to 53-10-69, P. Block 401.
(e)Cooling air inlet fairings refer to 53-15-73, P. Block 401.
(f)Rudder fairings refer to 53-10-71, P. Block 401.

(5)Inspect fairings for security of attachment and damage. Pay special attention to paint coating and sealing strips for good condition and renew if necessary.

(6)Inspect cooling air inlet fairings and rudder fairings for damage, cracks, loose or missing rivets, corrosion and condition of paint coatings.

R (7)Inspect the wing to fuselage fairings and brackets for damage.

R Pay special attention to broken brackets and replace them.

C. Close-Up

(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.

(2)Remove rubber mats.

(3)Pressurize hydraulic system (Ref. 29-10-00, P. Block 301).

(4)Remove warning notices.

(5)Remove access platform.

1. General
The radome is the fuselage nose cone which contains and protects the radar antenna.

2. Component Location

**ON A/C 001-003,

(Ref. Fig. 001)

R **ON A/C 004-200,

(Ref. Fig. 002)

**ON A/C 001-003,

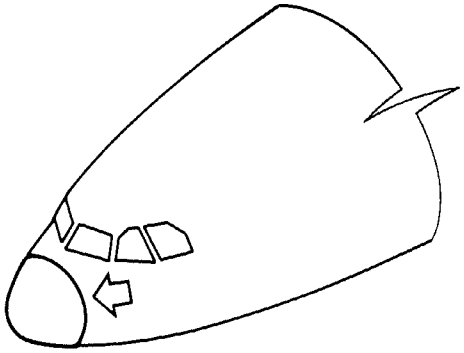
ITEM	NAME	PANEL ZONE	ACCESS DOOR
1	Radome	110AL 110	
2	Hinge Fitting-LH	110	110 AL
3	Hinge Fitting-RH	110	110 AL
4	Support Strut-RH	110	110 AL
5	Latch-RH	110	110 AL
6	Locking Lever	110	110 AL
7	Latch-LH	110	110 AL
8	Support Strut-LH	110	110 AL

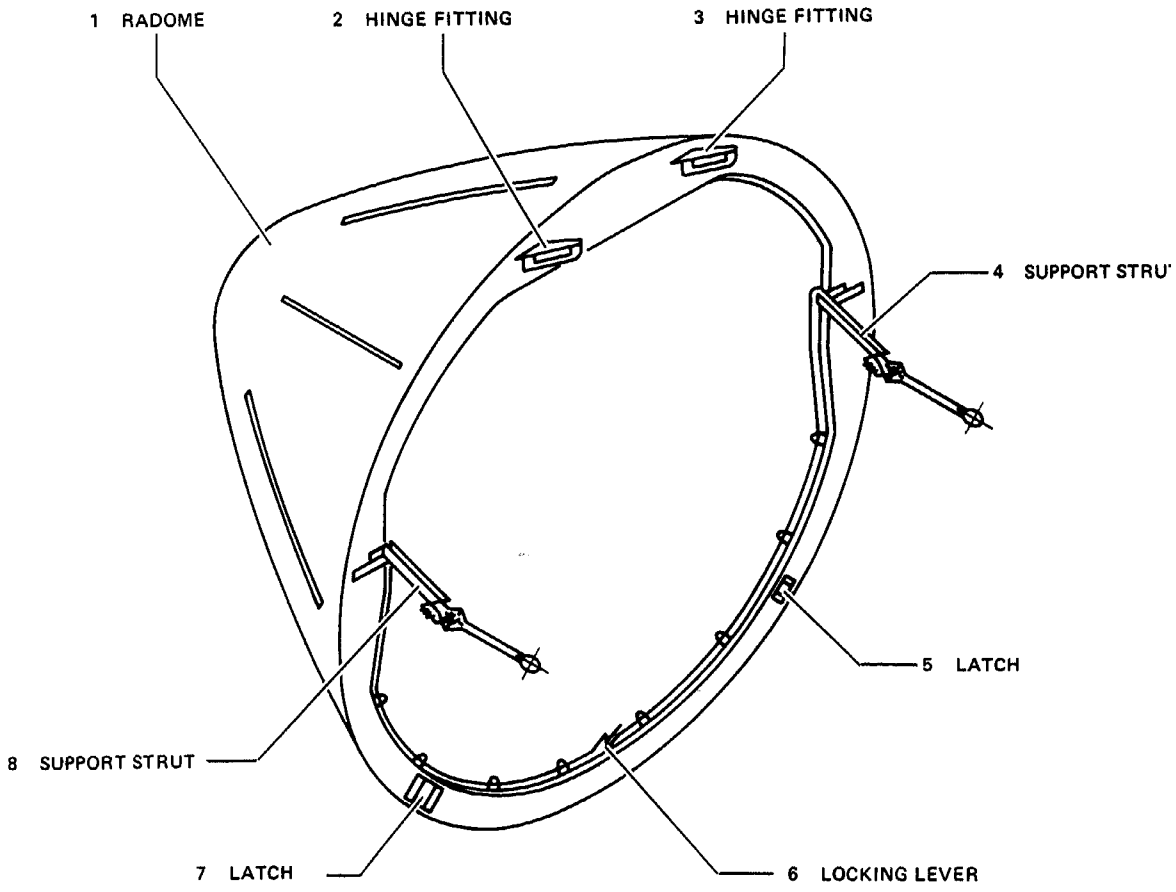
R **ON A/C 004-200,

ITEM	NAME	PANEL ZONE	ACCESS DOOR
1	Radome	110AL 110	
2	Hinge Fitting-LH	110	110 AL
3	Hinge Fitting-RH	110	110 AL
4	Telescopic Rod-RH	110	110 AL
5	Latch-RH	110	110 AL
6	Latch-LH	110	110 AL
7	Telescopic Rod-LH	110	110 AL

**ON A/C 001-003,

3. System Description
Two hinge fittings (2) and (3) are installed on upper inner face of radome.
Support struts (4) and (8), installed on LH and RH side of frame, support the radome in open position.
Latches (5) and (7), installed on lower face of frame, lock the radome (1) in





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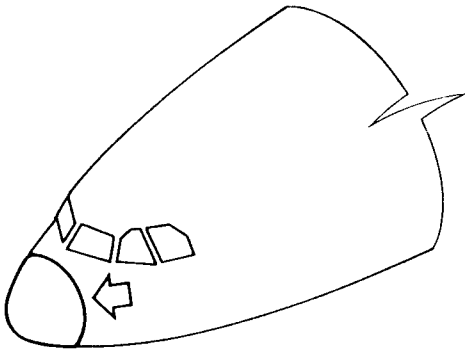
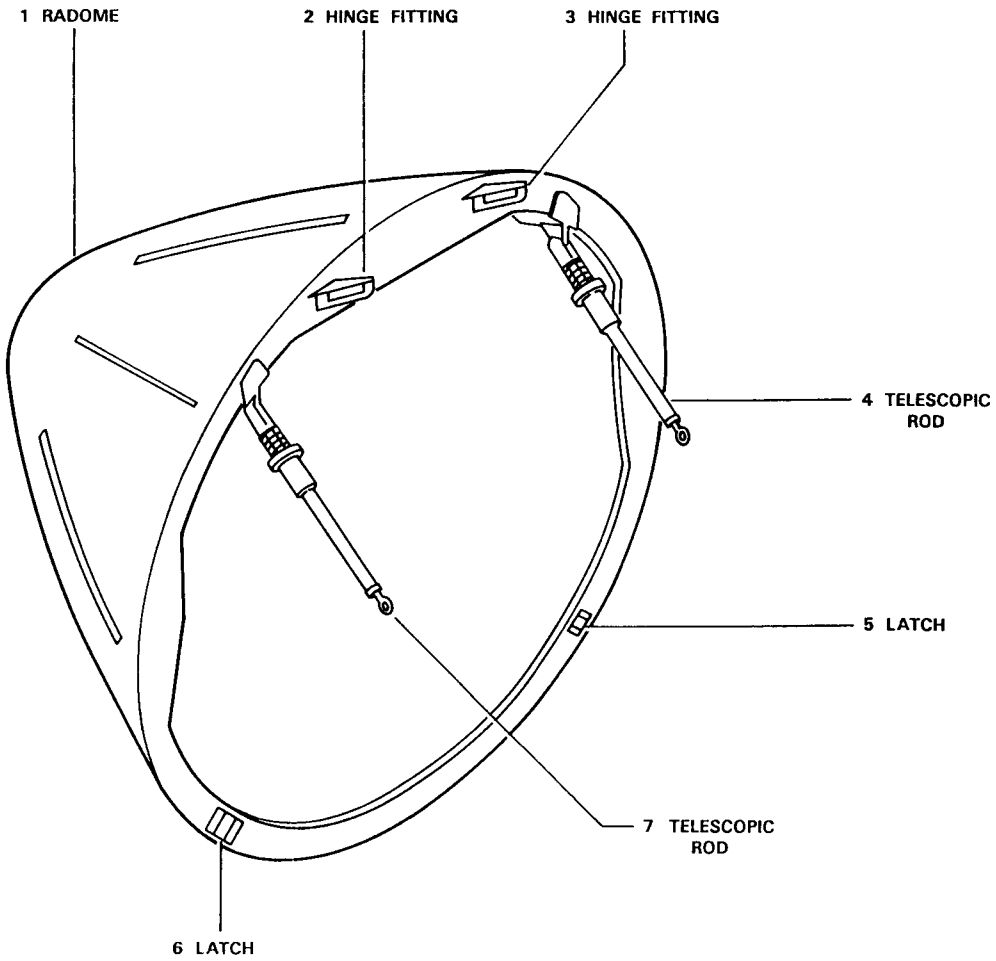
Radome assembly
Figure 001





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Radome Assembly
Figure 002

closed position.

4. Component Description

A. Radome
The radome (1) is of sandwich construction with a honeycomb core and internal and external laminated plies. It is coated with an antistatic, wear resistant lacquer.
The materials used in the construction of the radome have alow loss coefficient of radar waves and assembly method ensures minimum aberration.
Eight antilightning strips are cemented and bolted to external surface and are in bond with aircraft structure when the radome is in closed position.

B. Hinge Fittings
Installed on upper part of radome, these fittings (2) and (3) serve as hinge points during opening and closing of radome.

C. Support Struts
The scissor type support struts (4) and (8) are attached to the interior LH and RH face of frame.
They support the radome in open position during maintenance operations and are locked in this position by the operating lever located on the lower part of the radome.
This lever (6) also unlocks the struts when closing the radome.

D. Latches
The latches (5) and (7), located on the lower part of the radome, hold the radome in closed position. Unlocking of the system is achieved by pressing on the PUSH finger-plate.

R **ON A/C 004-200,

3. System Description
Two hinge fittings (2) and (3) are installed on upper inner face of radome.
Telescopic rods (4) and (7) installed on LH and RH side of frame, support the radome in open position.
Latches (5) and (6), installed on lower face of frame, lock the radome (1) in closed position.

4. Component Description

A. Radome
The radome (1) is of sandwich construction with a honeycomb core and internal and external laminated plies. It is coated with an antistatic, wear resistant lacquer.
The materials used in the construction of the radome have alow loss coefficient of radar waves and assembly method ensures minimum aberration.
Eight antilightning strips are cemented and bolted to external surface and are in bond with aircraft structure when the radome is in closed position.

B. Hinge Fittings
Installed on upper part of radome, these fittings (2) and (3) serve as hinge points during opening and closing of radome.

C. Support Struts
The telescopic rods are attached to the interior LH and RH face of frame. They support the radome in open position during maintenance operations and are locked in this position by support strut.

D. Latches
The latches (5) and (6), located on the lower part of the radome, hold the radome in closed position. Unlocking of the system is achieved by pressing on the PUSH finger-plate.

RADOME - MAINTENANCE PRACTICES

1. Opening/Closing of the Radome

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Circuit Breaker(s) Safety Clip(s)
(2)	Access Platform 4.5 m (14 ft. 9 in.)

B. Opening of the Radome
(1)Job set-up
(a)Open, safety and tag the following circuit breakers :

PANEL	SERVICE	IDENT.	LOCATION
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ1	107/C6
21VU	RADIO-NAV & COM/RADAR/TR/2	7SQ2	107/C9

(b)Position access platform.
(2)Procedure

**ON A/C 001-100, 102-102,

R

RADOME - MAINTENANCE PRACTICES

1. Opening/Closing of the Radome

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Circuit Breaker(s) Safety Clip(s)
(2)	Access Platform 4.5 m (14 ft. 9 in.)

B. Opening of the Radome
(1)Job set-up
(a)Open, safety and tag the following circuit breakers :

PANEL	SERVICE	IDENT.	LOCATION
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ1	107/C6
21VU	RADIO-NAV & COM/RADAR/TR/2	7SQ2	107/C7

(b)Position access platform.
(2)Procedure

**ON A/C 001-003,

(Ref. Fig. 201)

**ON A/C 004-200,

(Ref. Fig. 202)

**ON A/C 001-003,

WARNING : DO NOT OPEN THE RADOME IF THE WIND SPEED IS MORE THAN 35 KNOTS. IF THE RADOME IS OPEN IN WINDS HIGHER THAN 35 KNOTS IT CAN BREAK FROM ITS HINGES AND CAUSE INJURY.

NOTE : Two persons are necessary to open the radome.

(a)Operate the two latches (1) to release the locks of the radome.
(b)Lift the radome (3).
(c)Make sure that the two struts (2) are locked.

**ON A/C 004-200,

WARNING : DO NOT OPEN THE RADOME IF THE WIND SPEED IS MORE THAN 35 KNOTS. IF THE RADOME IS OPEN IN WINDS HIGHER THAN 35 KNOTS IT CAN BREAK FROM ITS HINGES AND CAUSE INJURY.

NOTE : You must fully close the radome to lock it correctly in open position.

NOTE : Two persons are necessary for this task, one on each side of the radome. Each person must release the latches (1) on his side and lift the radome (3) to its maximum open and locked position.

(a)Release the two latches (1).
(b)Lift the radome (3) until the two rods (4) are locked and you hear the locking click of each rod (4).

R **ON A/C 101-101, 103-200,

C. Closing of the Radome

(1)Job set-up

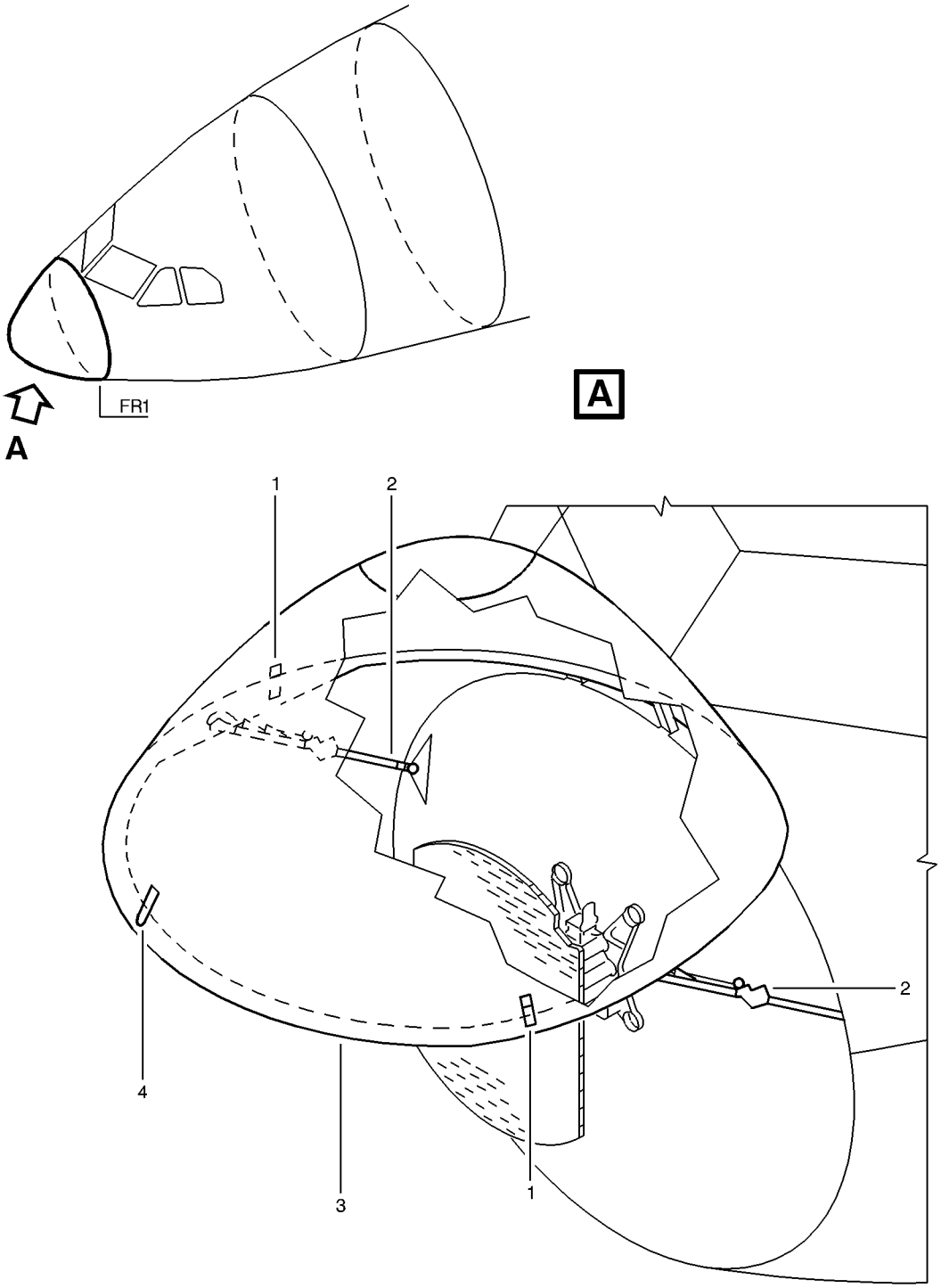
(a)Make sure that these circuit breakers are open, safetied and tagged :

PANEL	SERVICE	IDENT.	LOCATION
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ1	107/C6
21VU	RADIO-NAV & COM/RADAR/TR/2	7SQ2	107/C9

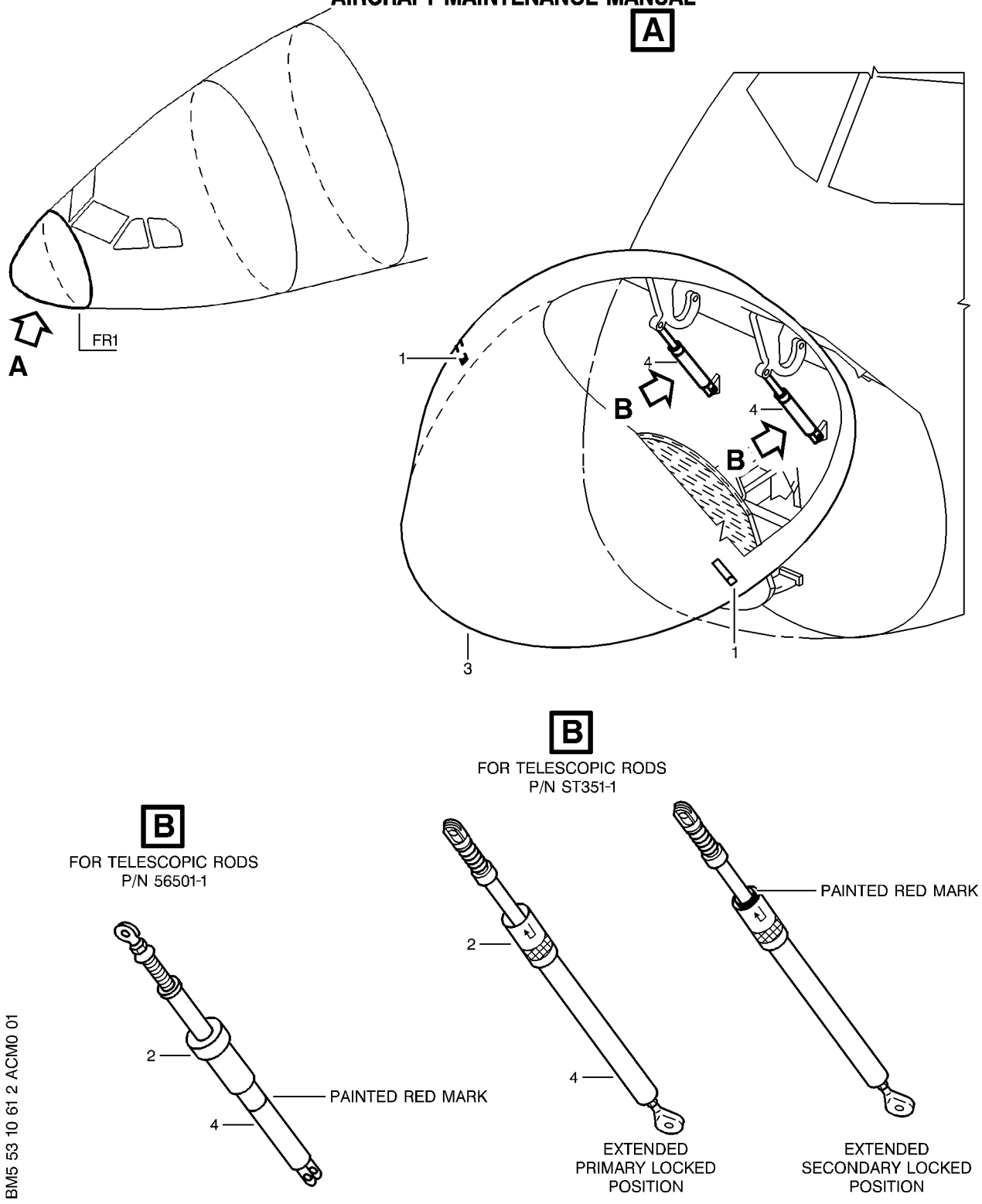
(b)Make sure that the access platform is in position in the zone 110.

(2)Procedure

**ON A/C 001-100, 102-102,



Opening/Closing of the Radome
Figure 201



Opening/Closing of the Radome
Figure 202

R

C. Closing of the Radome

(1)Job set-up

(a)Make sure that these circuit breakers are open, safetied and tagged :

PANEL	SERVICE	IDENT.	LOCATION
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ1	107/C6
21VU	RADIO-NAV & COM/RADAR/TR/2	7SQ2	107/C7

(b)Make sure that the access platform is in position in the zone 110.

(2)Procedure

**ON A/C 001-003,

(Ref. Fig. 201)

NOTE : Two persons are necessary to close the radome.

(a)Lift the radome.

(b)Operate the lever (4) to fold the struts.

(c)Slowly lower the radome (3).

(d)Close the radome and lock the two handles (1).

**ON A/C 004-200,

(Ref. Fig. 202)

NOTE: To close the radome (3), two persons are necessary :

- one (person A) to support the radome weight,
- one (person B) to unlock the rods (4).

(a)For the telescopic rods (P/N 56501-1).

1 Support the radome (3) but do not lift it (person A in front of the radome).

2 Do the first unlocking step:

- Push the bush (2) of the two rods (4) (person B) to the end of travel until you hear the unlocking click of the rods (4).

NOTE: The painted red mark on the lower tube comes into view.

3 Do the second unlocking step:

- Lift the radome (3) (person A) until you hear the unlocking click of the rods (4).

4 Move the radome (3) down (person A).

5 Close the two latches (1).

6 Make sure that the radome (3) is closed.

(b) For the telescopic rods SATAIR (P/N ST351-1).

1 Support the radome (3) but do not lift it (person A in front of the radome).

2 Do the first unlocking step:

- Push the bush (2) of the two rods (4) (person B) to the secondary locked position.

NOTE: The painted red mark on the upper tube comes into view.

3 Do the second unlocking step:

- Lift the radome (3) (person A) until you hear the unlocking click of the rods (4).

4 Move the radome (3) down (person A).

5 Close the two latches (1).

6 Make sure that the radome (3) is closed.

**ON A/C ALL

(3)Close-up

(a)Remove access platform.

(b)Remove safety clips and tags and close circuit breakers 7SQ1 and 7SQ2.

1. Radome

R A. Equipment and Materials

ITEM	DESIGNATION
R (1)	Access Platform 4.50 m (14 ft. 9 in.)
R (2)98A53601000000	Sling-Radome Removal/Installation
R (3)	Appropriate Lifting Equipment (Weight 40 Kg)
R (4)Material No. 04-004	Common Greases (Ref. 20-31-00)
R (5)	Circuit Breaker Safety Clips
R (6)	Plastic Protective Cover for Radome Antenna
R Referenced Procedures	
- 53-10-61, P. Block 201	Radome - Opening/Closing
- 53-10-61, P. Block 501	Radome

R B. Job Set-Up

R **ON A/C 001-003,

R (Ref. Fig. 401)

R **ON A/C 004-200,

R (Ref. Fig. 402)

R **ON A/C ALL

(1)Open, safety and tag the following circuit breakers :

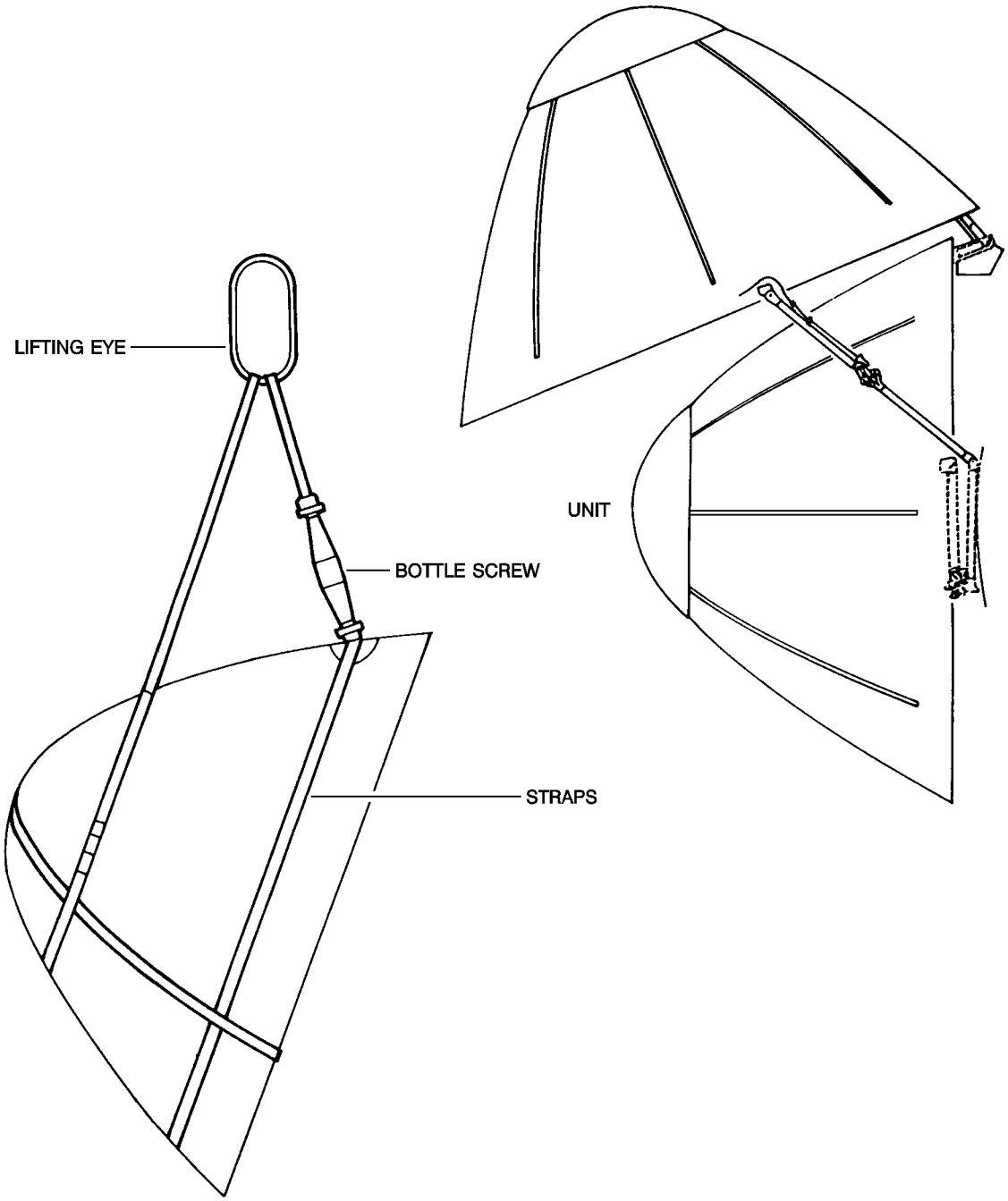
PANEL	SERVICE	IDENT.	LOCATION
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ1	107/C6
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ2	107/C9

WARNING : PLACE A WARNING NOTICE ON CENTER PEDESTAL IN FLIGHT COMPARTMENT PROHIBITING OPERATION OF RADAR SYSTEM.

(2)Position access platform.
(3)Open the radome (Ref. 53-10-61, P. Block 201).
(4)Protect antenna with plastic cover.

CAUTION : DURING REMOVAL OPERATIONS ON RADOME, LOCALIZER ANTENNA MUST NOT BE USED AS LEVERAGE OR SUPPORT POINT.

(5)Install sling on radome.
(6)Connect to lifting equipment without inducing tension in sling cables.
(7)Unlock radome support struts and lower (close) radome until sling cables are under tension.
(8)Adjust radome opening angle to approximately 45°.



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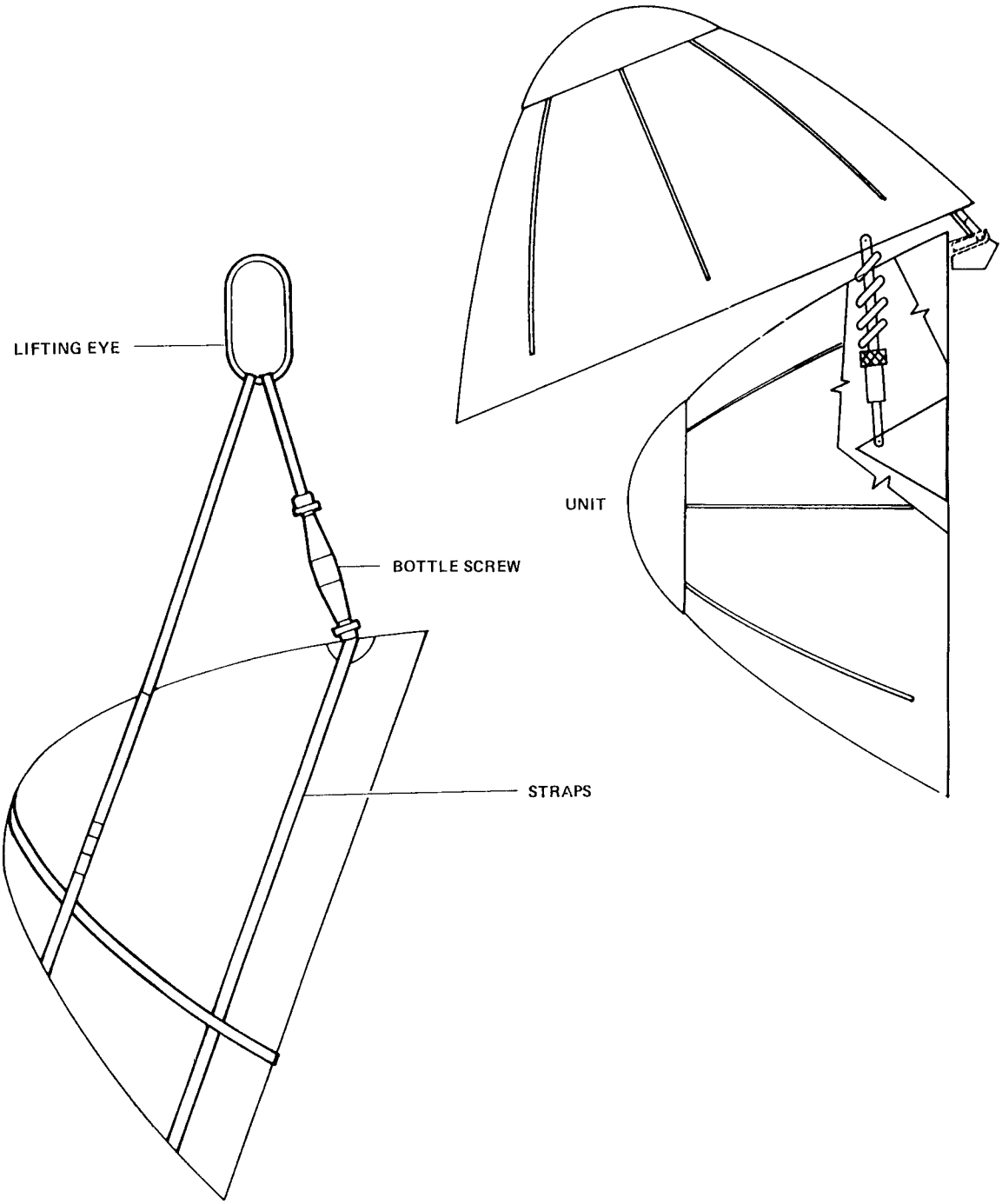
R

Sling Installation
Figure 401



Sling Installation
Figure 402

R

(9)Regulate sling cable tensioners until equal tension is obtained in both cables.

C. Removal

R **ON A/C 004-200,

R (Ref. Fig. 403)

R **ON A/C 001-003,

R (Ref. Fig. 404)

R **ON A/C 004-200,

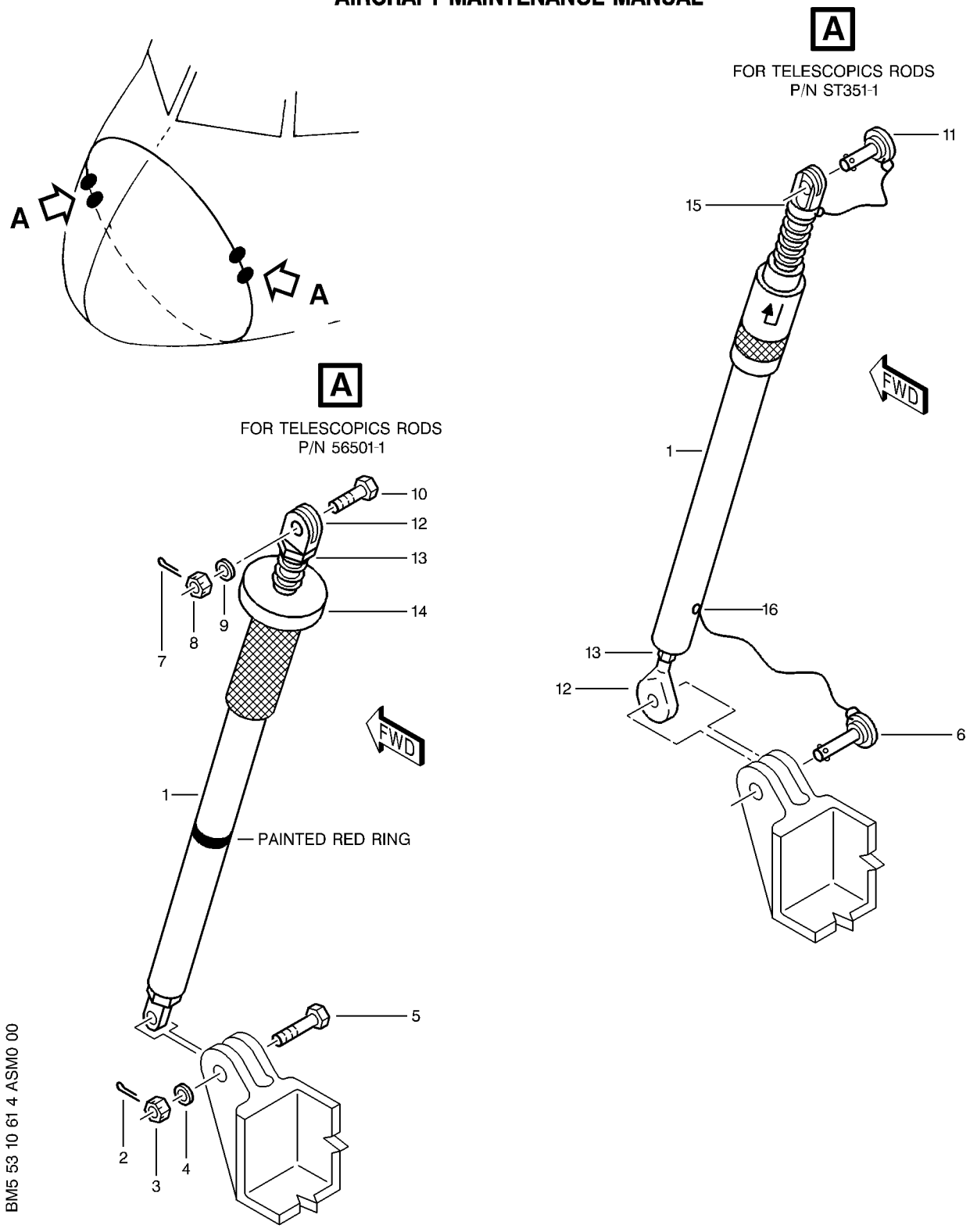
R (Ref. Fig. 405)

**ON A/C 001-003,

(1)Disconnect support struts from fuselage by removing cotter pins (1), nuts (2), washers (3) and bolts (4).
(2)Fold support struts and attach to radome internal structure.
(3)Disconnect radome hinge fitting bonding strips by removing nut (11) and bolt (12).
(4)Remove cotter pins (5) nuts (6) washers (7) and upper hinge bolts (8).
(5)Using lifting equipment move radome forward until it clears antenna then lower to ground.
(6)Remove sling without changing setting of cable tensioners.

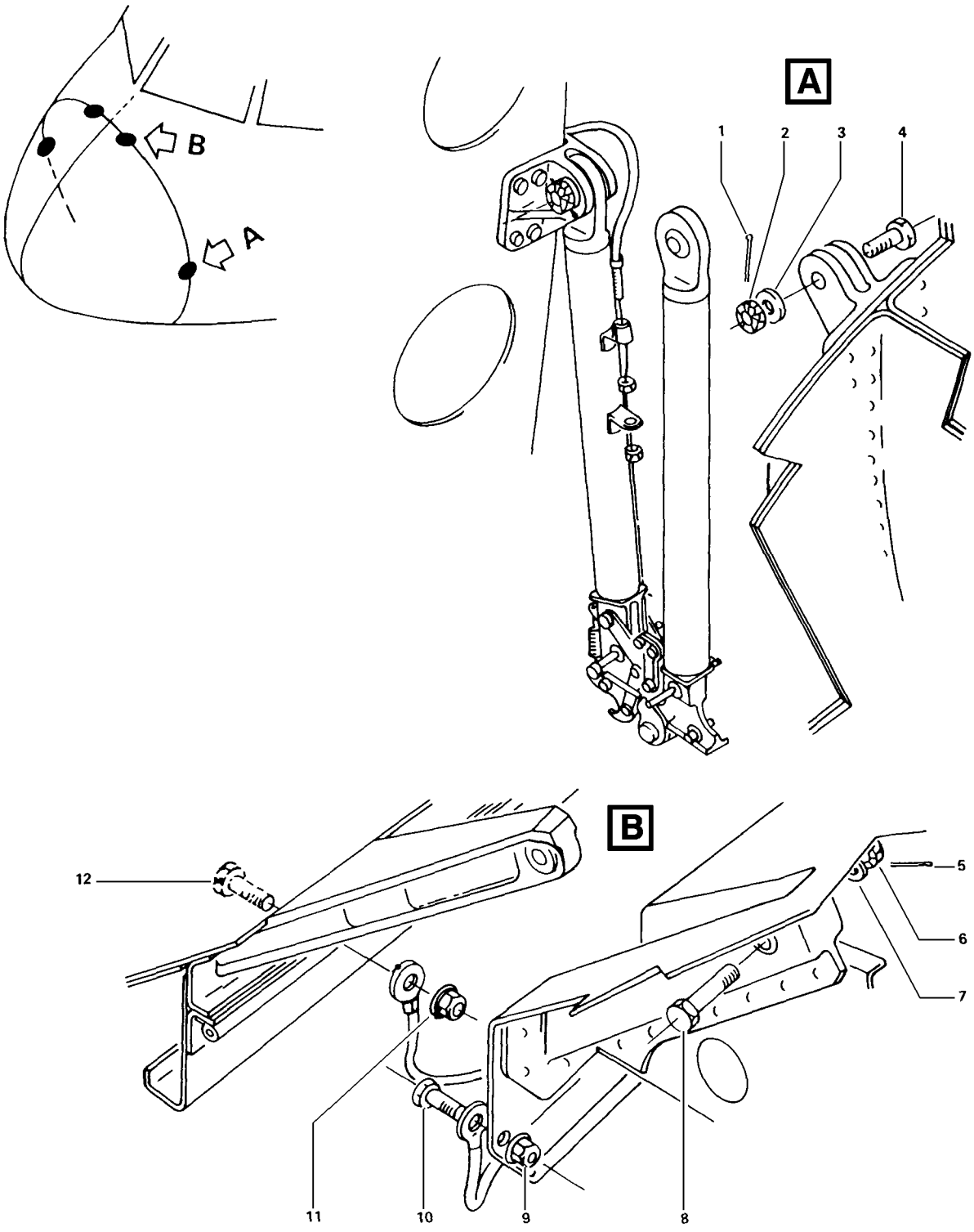
**ON A/C 004-200,

R (1) For telescopic rods (P/N ST351-1) (Ref. Fig.) :
R (a)Disconnect telescopic rods (1) from fuselage by removing pins (2).
R (b)Attach telescopic rods (1) to radome internal structure.
R (c)Disconnect radome hinge fitting bonding strips by removing nuts (8) and bolts (9).
R (d)Remove and discard cotter pins (4).
R (e)Remove nuts (5), washers (6).
R (f)Remove upper hinge bolts (7).
R (g)Using lifting equipment, move radome forward until it clears antenna then lower to ground.
R (h)Remove radome and install it in radome trolley.
R (j)Disconnect telescopic rods (1) from radome by removing pins (3).
R (k)Remove telescopic rods (1).
R (2) For telescopic rods SATAIR (P/N 56501-1) (Ref. Fig.) :
R (a)Disconnect telescopic rods (1) from fuselage:
R - remove and discard cotter pins (2)
R - remove nuts (3), washers (4) and upper hinge bolts (5).
R (b)Attach telescopic rods (1) to radome internal structure.
R (c)Disconnect radome hinge fitting bonding strips by removing nut (15) and bolt (14).



Disconnection of Rods
Figure 403

R



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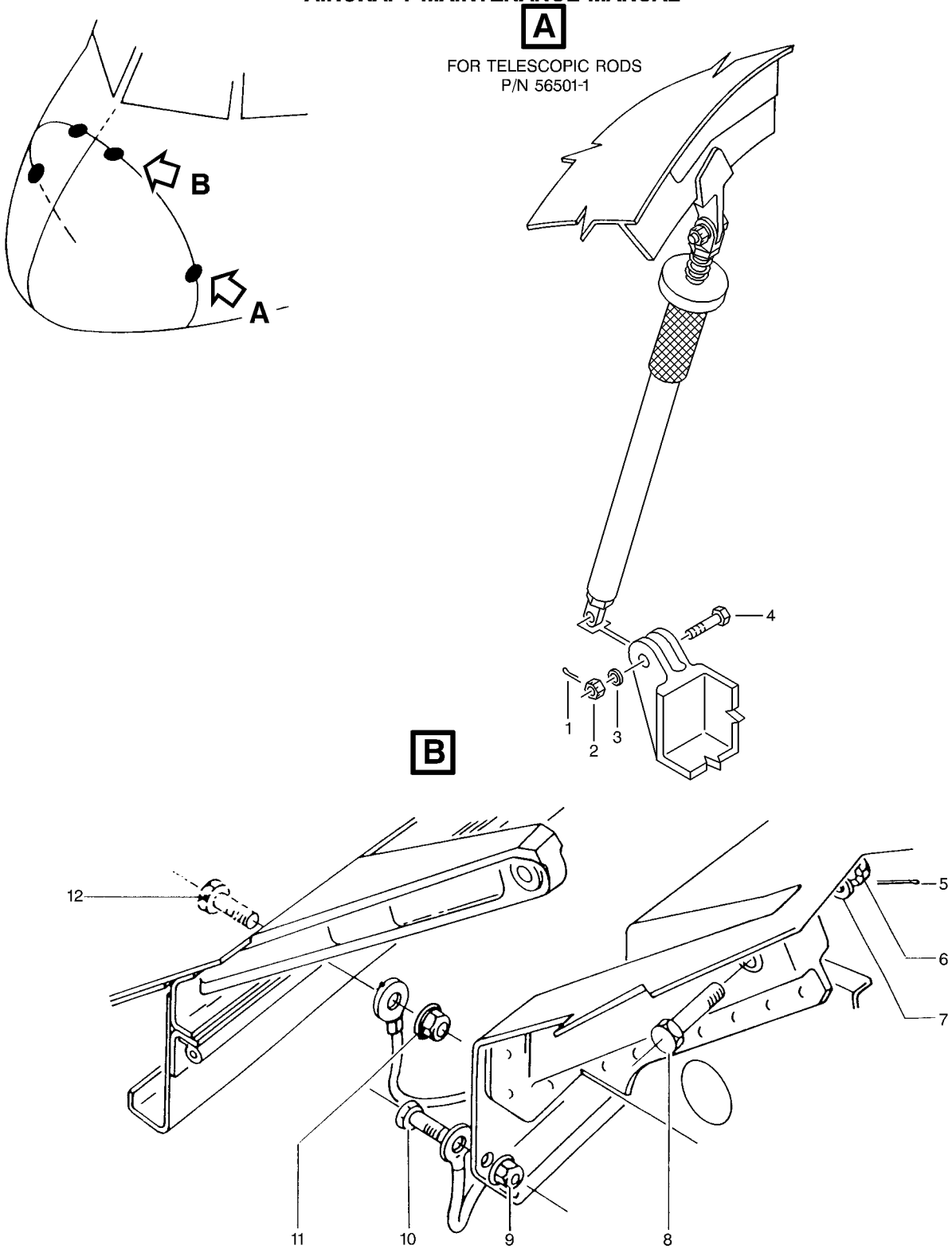
Radome Removal/Installation
Figure 404

R



Radome Removal/Installation
Figure 405

R

R (d)Remove and discard cotter pins (10).
R (e)Remove nuts (11) and washers (12)
R (f)Remove upper hinge bolts (13).
R (g)Using lifting equipment, move radome forward until it clears antenna
R then lower to ground.
R (h)Remove radome and install it in radome trolley.
R (j)Disconnect telescopic rods (1) from radome:
R - remove and discard cotter pins (6)
R - remove nuts (7), washers (8) and bolts (9).
R (k)Remove telescopic rods (1).

**ON A/C 001-003,

D. Preparation of Replacement Component
(1)Install sling on radome and connect to lifting equipment.

E. Installation
(1)Lubricate all hinge pins and bolts with Material No. 04-004
(2)Raise and move radome aft towards fuselage ensuring correct alignment. From platform, guide hinge fittings into their respective attach fittings on fuselage. Adjust vertical alignment with sling cable tensioners.
CAUTION : DURING INSTALLATION OPERATIONS ON RADOME, LOCALIZER ANTENNA MUST NOT BE USED AS LEVERAGE OR SUPPORT POINT.
(3)Install hinge bolts (8), washers (7), nuts (6) and safety with cotter pin (5).
(4)Attach bonding strips to radome with bolts (12) and nuts (11).
(5)Attach support struts to fuselage attach fittings with bolts (4) washers (3) nuts (2) and safety with cotter pins (1).
(6)Fully open radome (Ref. 53-10-61, P. Block 201).
(7)Remove sling.
(8)Perform check/adjustment of radome latches (Ref. 53-10-61, P. Block 501).
(9)Perform radome conductivity test (Ref. 53-10-61, P. Block 501).

**ON A/C 004-200,

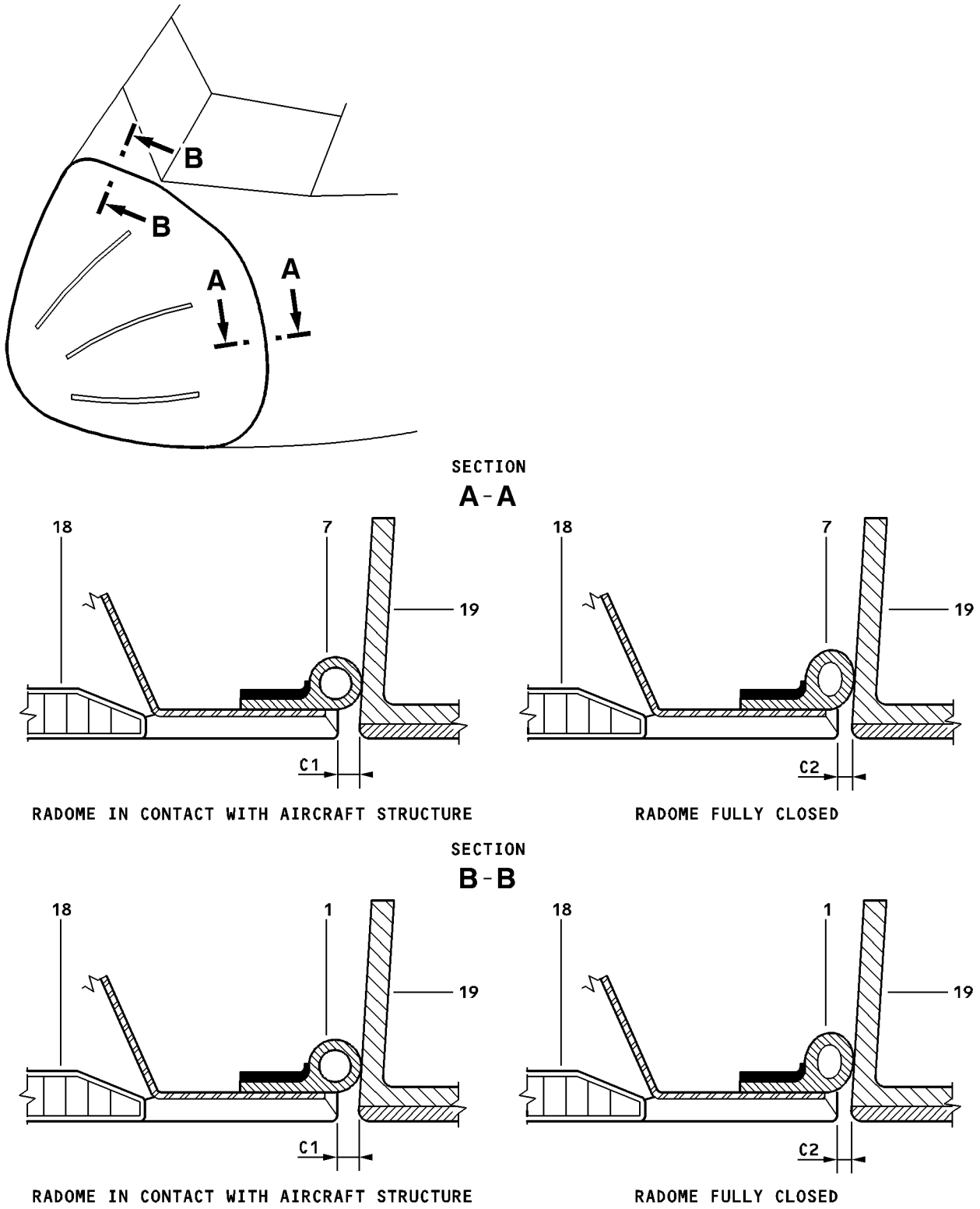
D. Preparation of Replacement Component
(1)Install sling on radome and connect to lifting equipment.

E. Installation
(1)Lubricate all hinge pins and bolts with Material No. 04-004.
(2)Raise and move radome aft towards fuselage ensuring correct alignment. From platform, guide hinge fittings into their respective attach fittings on fuselage.
CAUTION : DURING INSTALLATION OPERATIONS ON RADOME, LOCALIZER ANTENNA MUST NOT BE USED AS LEVERAGE OR SUPPORT POINT.
(3)Install hinge bolts (8), washers (7), nuts (6) and safety with cotter pin (5).
(4)Attach bonding strips to radome with bolts (12) and nuts (11).

(5)Attach telescopic rods to fuselage attach fittings with bolts (4) washers (3) nuts (2) and safety with cotter pins (1).
(6)Fully open radome (Ref. 53-10-61, P. Block 201).
(7)Remove sling.
(8)Perform check/adjustment of radome latches (Ref. 53-10-61, P. Block 501).
(9)Perform radome conductivity test (Ref. 53-10-61, P. Block 501).
NOTE : Aircraft equipped with telescopic rod radomes may be equipped with support strut radomes.

**ON A/C ALL

F. Check of the Radome Seal Compression (Ref. Fig. 406)
(1)For KEVLAR radome (P/N 92320606)
(a)Remove the protective cover for radome antenna.
(b)Close the radome (18) until the radome seals (1) and (7) touch the aircraft structure (19).
(c)Measure the clearance C1.
(d)Fully close the radome (Ref. 53-10-61, P. Block 201).
(e)Make sure that the radome seals are correctly compressed along all their length.
(f)Measure the clearance C2.
(g)Make sure that the radome seal compression C1 - C2 is 2 ± 0.5 mm (0.08 ± 0.014 in.).
(2)For QUARTZ radome (P/N A34032201)(Ref. Fig. 413)
(a)Remove the protective cover for radome antenna.
(b)Close the radome (18) until the radome seal (7) touches the aircraft structure (19).
(c)Measure the clearance C1.
(d)Fully close the radome (Ref. 53-10-61, P. Block 201).
(e)Make sure that the radome seals are correctly compressed along all their length.
(f)Measure the clearance C2.
(g)Make sure that the radome seal compression C1 - C2 is 2.8 mm +2.6 -1.8 mm (0.11 in. +0.10 -0.07 in.).
G. Close-Up
(1)Clean radome internally.
(2)Remove protective cover from antenna.
(3)Close radome (Ref. 53-10-61, P. Block 201).
(4)Clean radome externally.
(5)Remove access platform.
(6)Remove warning notice from center pedestal.
(7)Remove safety clips and tags and close circuit breakers 7SQ1 and 7SQ2.



BM5 53 10 61 4 AKM0 00

Radome Seal Compression
Figure 406

2. Locking Handle
(Ref. Fig. 407)

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Access Platform 4.50 m (14 ft. 9 in.)
(2)	Circuit Breaker Safety Clips
(3)	Plastic Protective Cover for Radome Antenna
(4)	Warning Notice
Referenced Procedures	
- 53-10-61, P. Block 201	Radome - Opening/Closing
- 53-10-61, P. Block 501	Radome

B. Job Set-Up
(1)Open, safety and tag the following circuit breakers :

PANEL	SERVICE	IDENT.	LOCATION
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ1	107/C6
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ2	107/C9

WARNING : PLACE A WARNING NOTICE ON CENTER PEDESTAL IN FLIGHT COMPARTMENT PROHIBITING OPERATION OF RADAR SYSTEM.

(2)Position access platform.
(3)Open the radome (Ref. 53-10-61, P. Block 201).
(4)Protect antenna with plastic cover.

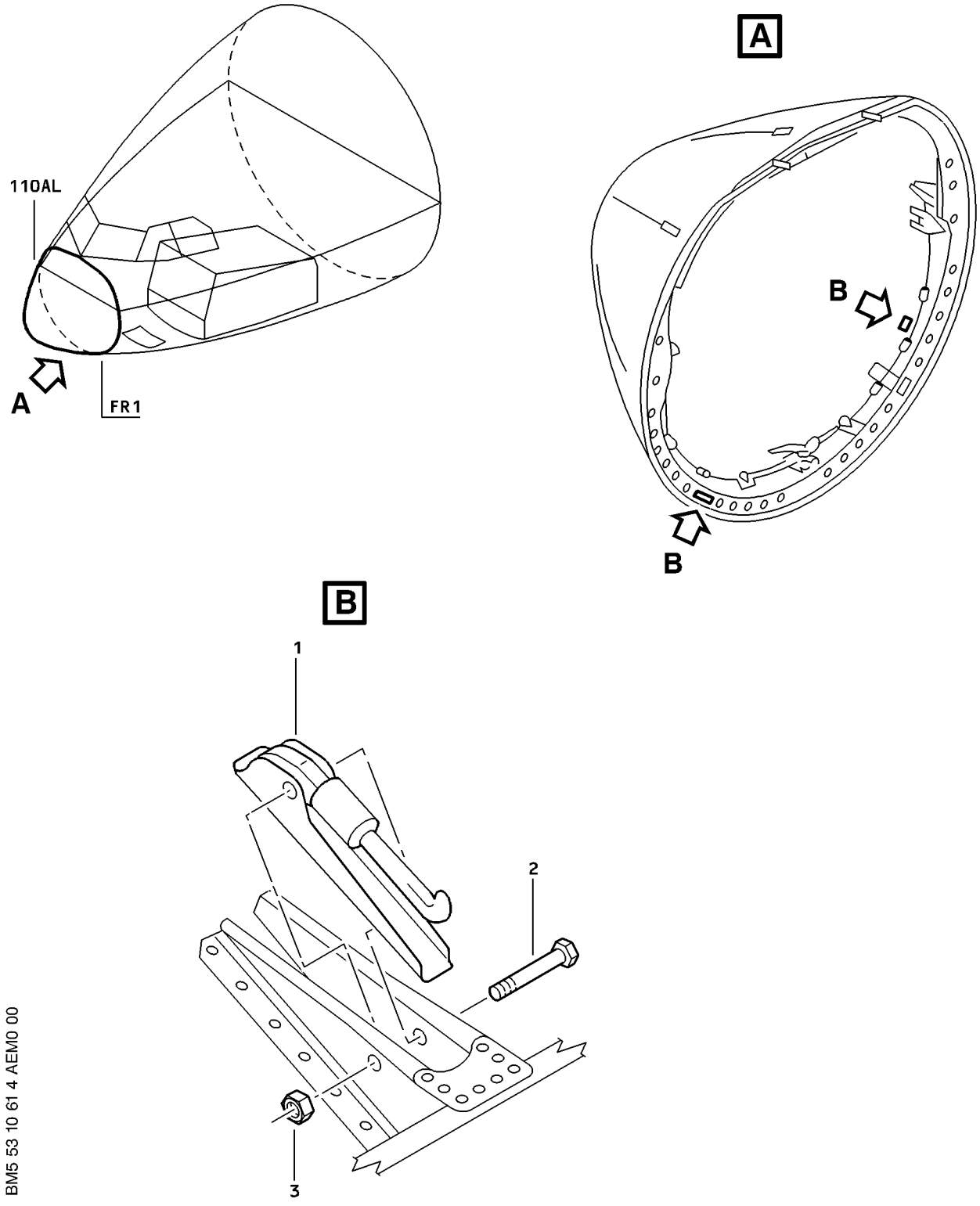
CAUTION : DURING REMOVAL OPERATIONS ON RADOME, LOCALIZER ANTENNA MUST NOT BE USED AS LEVERAGE OR SUPPORT POINT.

C. Removal
(1)Remove and discard the nut (3).
(2)Remove the bolt (2) and the locking handle (1).

D. Preparation for Installation
(1)Do a visual inspection of the component interface and/or the adjacent area.
(2)Clean the component interface and/or the adjacent area.
(3)Make sure that the parts retained from the removed component are clean and in the correct condition.

E. Installation
(1)Put the locking handle (1) in position.
(2)Install the bolt (2) and the new nut (3).
(3)Tighten the nut (3).

F. Close-Up
(1)Perform check/adjustment of radome latches



Locking handle
Figure 407

(Ref. 53-10-61, P. Block 501).
(2)Clean radome internally.
(3)Remove protective cover from antenna.
(4)Close radome (Ref. 53-10-61, P. Block 201).
(5)Clean radome externally.
(6)Remove access platform.
(7)Remove warning notice from center pedestal.
(8)Remove safety clips and tags and close circuit breakers 7SQ1 and 7SQ2.

3. Arrestor Pick-Up Fitting
(Ref. Fig. 408)
(Ref. Fig. 409)

A. Equipment and Materials
(1)For KEVLAR radome (P/N 93220606)

ITEM	DESIGNATION
(a)	Access Platform 4.50 m (14 ft. 9 in.)
(b)	Circuit Breaker Safety Clips
(c)	Plastic Protective Cover for Radome Antenna
(d)	Warning Notice
Referenced Procedures	
- 53-10-61, P. Block 201	Radome - Opening/Closing
- 53-10-61, P. Block 501	Radome

(2)For QUARTZ radome (P/N A34032201)

ITEM	DESIGNATION
(a)	Access Platform 4.50 m (14 ft. 9 in.)
(b)	Circuit Breaker Safety Clips
(c)	Plastic Protective Cover for Radome Antenna
(d)	Warning Notice
(e)	Torque Wrench : range 0.20 to 3.60 m.daN (2 to 26 lbf.in)
(f)Material No. 11-003	Cleaning Agents (Ref. 20-31-00)
(g)Material No. 19-003	Miscellaneous (Ref. 20-31-00)
Referenced Procedures	
- 53-10-61, P. Block 201	Radome - Opening/Closing
- 53-10-61, P. Block 501	Radome

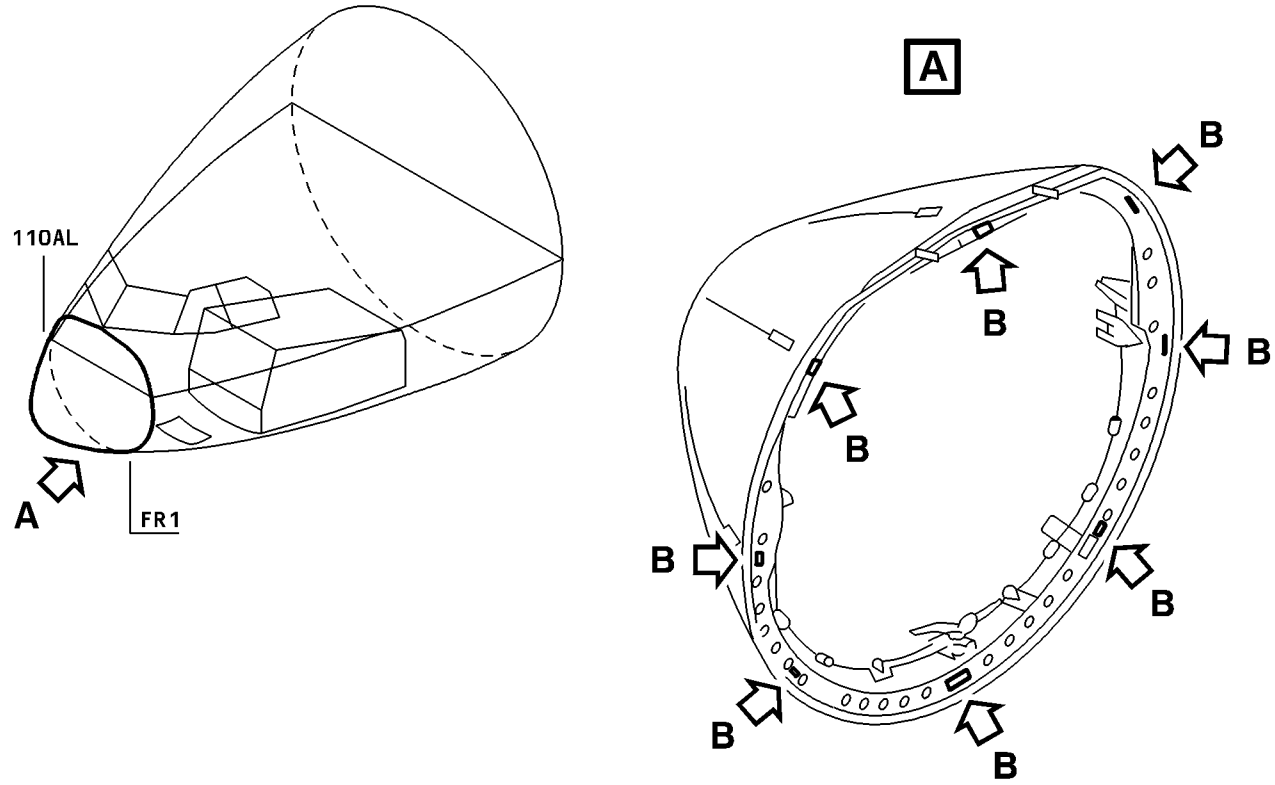
B. Job Set-Up
(1)Open, safety and tag the following circuit breakers :

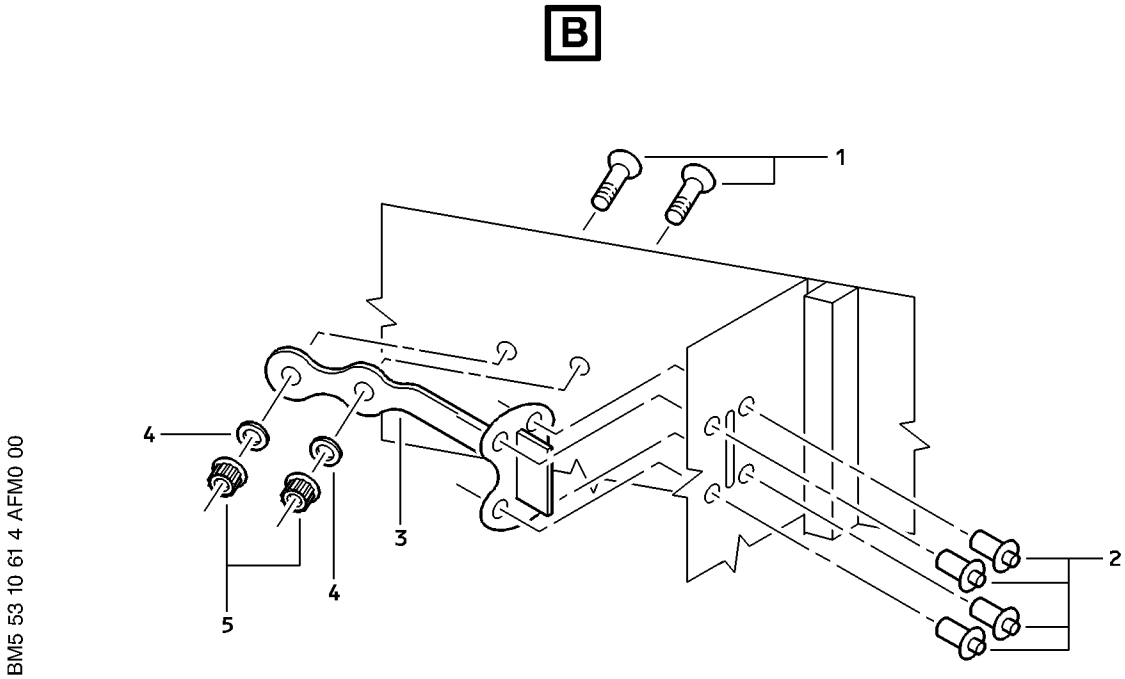
PANEL	SERVICE	IDENT.	LOCATION
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ1	107/C6
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ2	107/C9

WARNING : PLACE A WARNING NOTICE ON CENTER PEDESTAL IN FLIGHT COMPARTMENT PROHIBITING OPERATION OF RADAR SYSTEM.

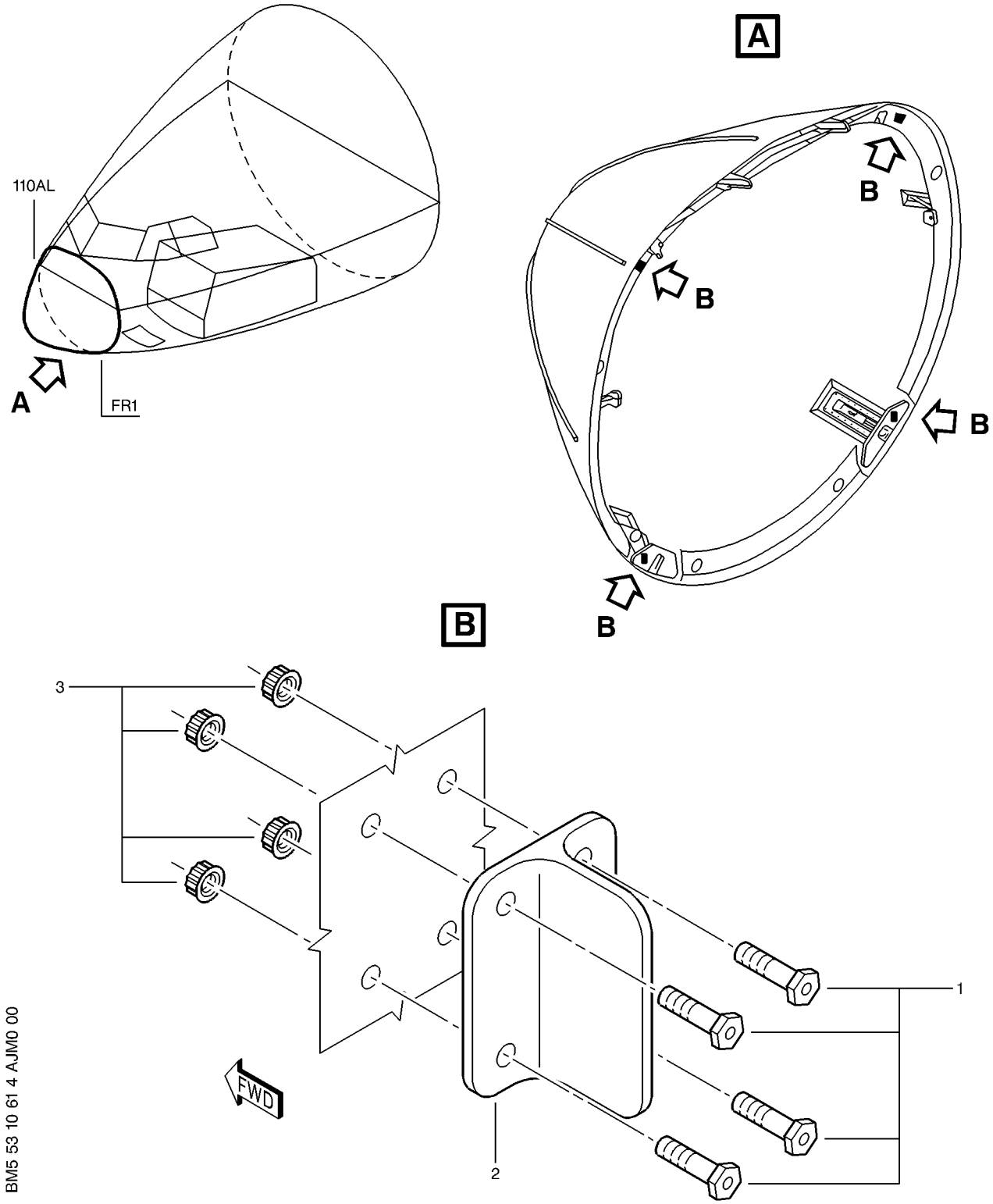
(2)Position access platform.
(3)Open the radome (Ref. 53-10-61, P. Block 201).
(4)Protect antenna with plastic cover.

CAUTION : DURING REMOVAL OPERATIONS ON RADOME, LOCALIZER ANTENNA MUST NOT BE USED AS LEVERAGE OR SUPPORT POINT.





Arrestor Pick-Up Fitting
for KEVLAR Radome (P/N 93220606)
Figure 408



Arrestor Pick-Up Fitting
for QUARTZ Radome (P/N A34032201)
Figure 409

C. Removal
(1)For KEVLAR radome (P/N 93220606)(Ref. Fig. 408)
(a)Remove and discard the rivets (2) and the nuts (5).
(b)Remove the washers (4) and the bolts (1).
(c)Remove the arrestor pick-up fitting (3).
(2)For QUARTZ radome (P/N A34032201)(Ref. Fig. 409)
(a)Remove and discard the nuts (3).
(b)Remove the bolts (1).
(c)Remove the arrestor pick-up fitting (2).

D. Preparation for Installation
(1)For KEVLAR radome (P/N 93220606)(Ref. Fig. 408)
(a)Do a visual inspection of the component interface and/or the adjacent area.
(b)Clean the component interface and/or the adjacent area.
(c)Make sure that the parts retained from the removed component are clean and in the correct condition.
(2)For QUARTZ radome (P/N A34032201)(Ref. Fig. 409)
WARNING : USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER SPECIAL MATERIALS ONLY WITH A GOOD FLOW OF AIR THROUGH THE WORK AREA.
THESE MATERIALS ARE POISONOUS AND FLAMMABLE AND SKIN IRRITANTS
OBEY THE MANUFACTURERS INSTRUCTIONS.
PUT ON PROTECTIVE CLOTHING.
DO NOT GET THEM IN YOUR MOUTH.
DO NOT SMOKE.
DO NOT BREATHE THE GAS.
GET MEDICAL HELP IF YOUR SKIN OR EYES BECOME IRRITATED.
WARNING : OBEY THE MANUFACTURER'S INSTRUCTIONS WHEN YOU USE THE SPECIAL MATERIAL.
THIS MATERIAL IS DANGEROUS.
(a)Clean the contact surfaces of the arrestor pick-up fitting and the frame edge of the radome with cleaning agent (Material No. 11-003) and a lint free cloth (Material No. 19-003).
(b)Make sure that the parts retained from the removed component are clean and in the correct condition.
(c)Do a visual inspection of the component interface and/or the adjacent area.

E. Installation
(1)For KEVLAR radome (P/N 93220606)(Ref. Fig. 408)
NOTE : The installation procedure is the same for each arrestor pick-up fitting.
(a)Put the arrestor pick-up fitting (3) in position.
(b)Install new rivets (2).
(c)Install the bolts (1), washers (4) and the new nuts (5).
(d)Tighten the nuts (5).
(2)For QUARTZ radome (P/N A34032201)(Ref. Fig. 409)
NOTE : The installation procedure is the same for each arrestor pick-up fitting.
(a)Put the arrestor pick-up fitting (2) in position.
(b)Install the bolts (1) and the new nuts (3).

(c)TORQUE the nuts (3) to 0.56 m.daN (49.55 lbf.in).

F. Close-Up
(1)Clean radome internally.
(2)Remove protective cover from antenna.
(3)Close radome (Ref. 53-10-61, P. Block 201).
(4)Perform radome conductivity test (Ref. 53-10-61, P. Block 501).
(5)Remove access platform.
(6)Remove warning notice from center pedestal.
(7)Remove safety clips and tags and close circuit breakers 7SQ1 and 7SQ2.

4. Radome Seal
(Ref. Fig. 410)
(Ref. Fig. 411)

A. Equipment and Materials

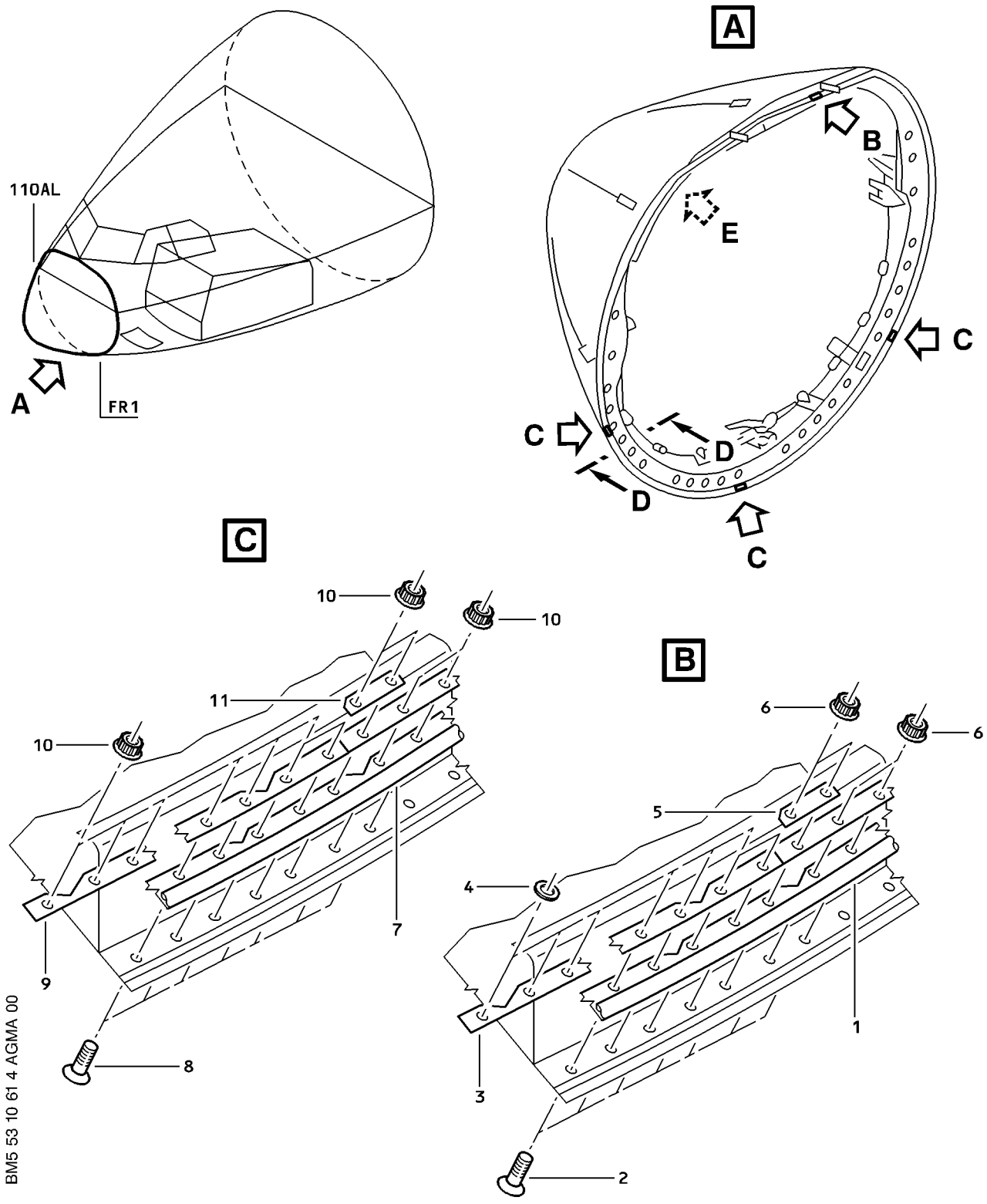
ITEM	DESIGNATION
(1)	Access Platform 4.50 m (14 ft. 9 in.)
(2)	Circuit Breaker Safety Clips
(3)	Plastic Protective Cover for Radome Antenna
(4)	Warning Notice
Referenced Procedures	
- 53-10-61, P. Block 201	Radome - Opening/Closing
- 53-10-61, P. Block 501	Radome

B. Job Set-Up
(1)Open, safety and tag the following circuit breakers :

PANEL	SERVICE	IDENT.	LOCATION
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ1	107/C6
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ2	107/C9

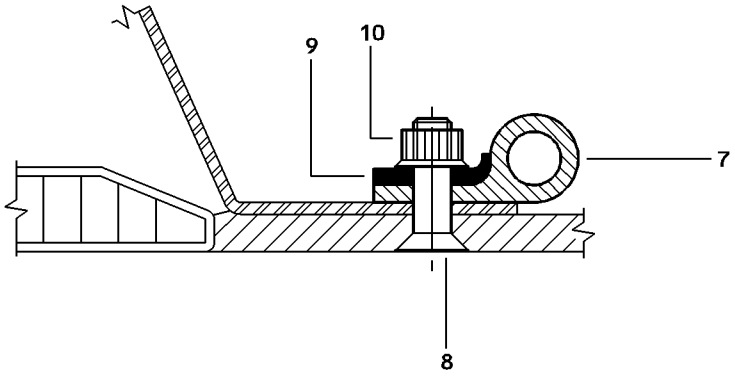
WARNING : PLACE A WARNING NOTICE ON CENTER PEDESTAL IN FLIGHT COMPARTMENT PROHIBITING OPERATION OF RADAR SYSTEM.
(2)Position access platform.
(3)Open the radome (Ref. 53-10-61, P. Block 201).
(4)Protect antenna with plastic cover.
CAUTION : DURING REMOVAL OPERATIONS ON RADOME, LOCALIZER ANTENNA MUST NOT BE USED AS LEVERAGE OR SUPPORT POINT.

C. Removal
(1)For KEVLAR radome (P/N 93220606)(Ref. Fig. 410)
NOTE : When you remove the seal, remove one set of seal retainer attachment-bolts at a time to prevent distortion of the radome body.
(a)Remove and discard the nuts (6), (10) and (17).
(b)Remove the retaining washers (4) and (15).

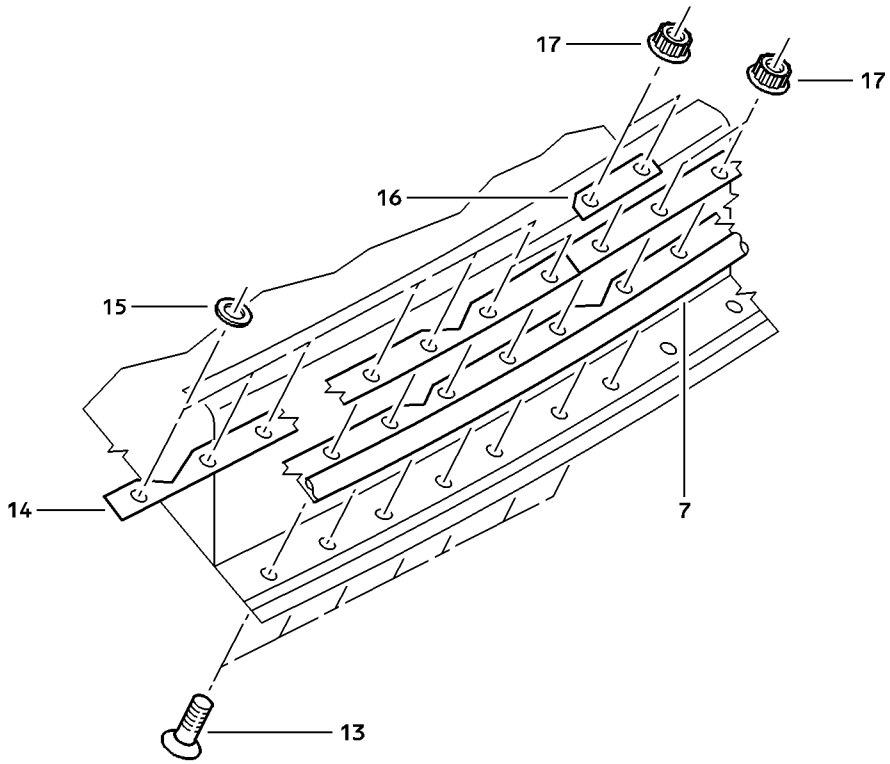


Radome Seal (Sheet 1/2)
for KEVLAR Radome (P/N 93220606)
Figure 410

SECTION
D-D



E



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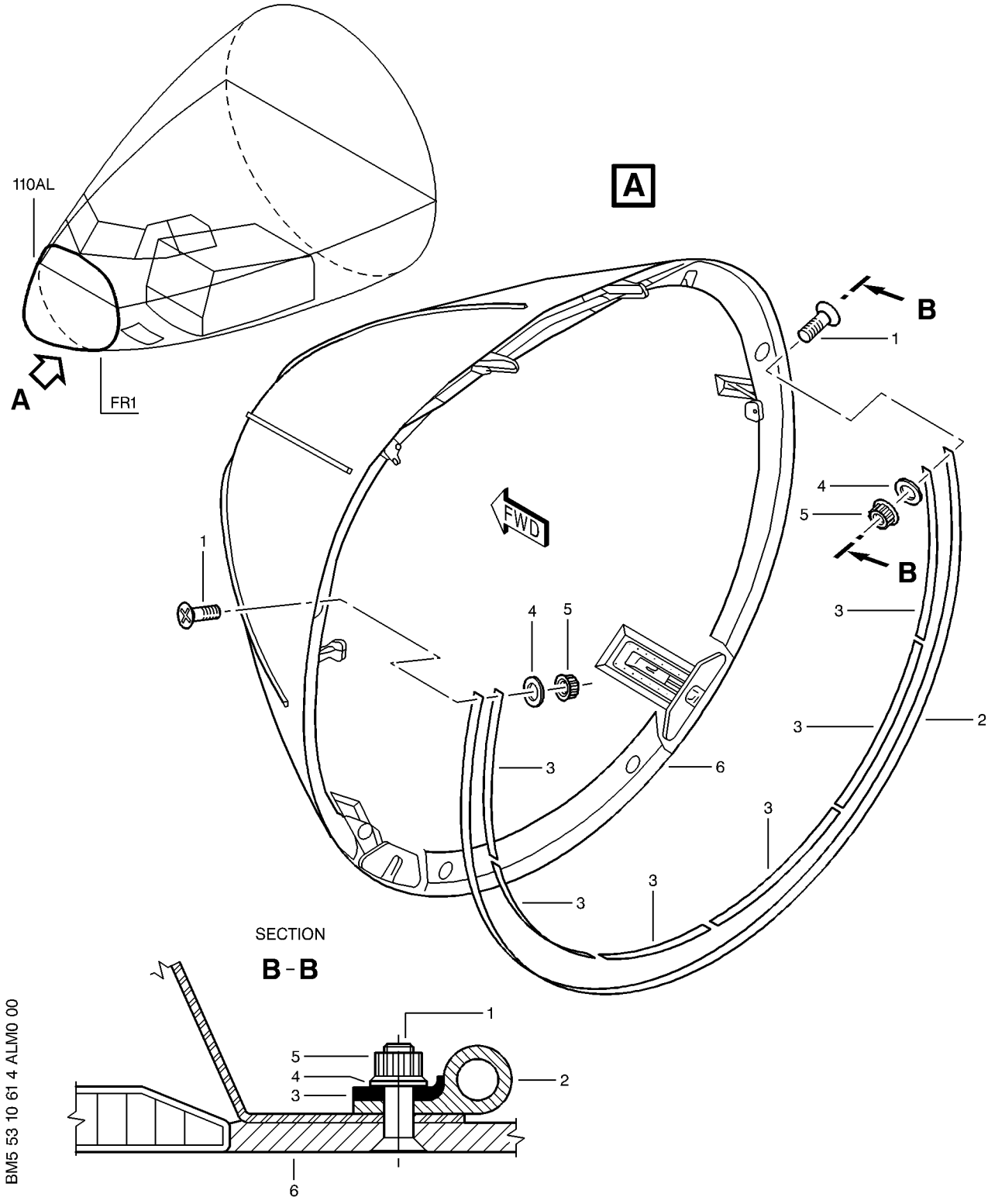
Radome Seal (Sheet 2/2)
for KEVLAR Radome (P/N 93220606)
Figure 410



Radome Seal
for QUARTZ Radome (P/N A34032201)
Figure 411

(c)Remove the bolts (2), (8) and (13).
(d)Remove the seal retainers (3), (9) and (14).
(e)Remove the seal fittings (5), (11) and (16).
(f)Remove the radome seals (1) and (7).
(2)For QUARTZ radome (P/N A34032201)(Ref. Fig. 411)
(a)Remove and discard the nuts (5).
(b)Remove the washers (4), the cover strips (3) and the bolts (1).
(c)Remove the radome seal (2) from the frame edge (6).

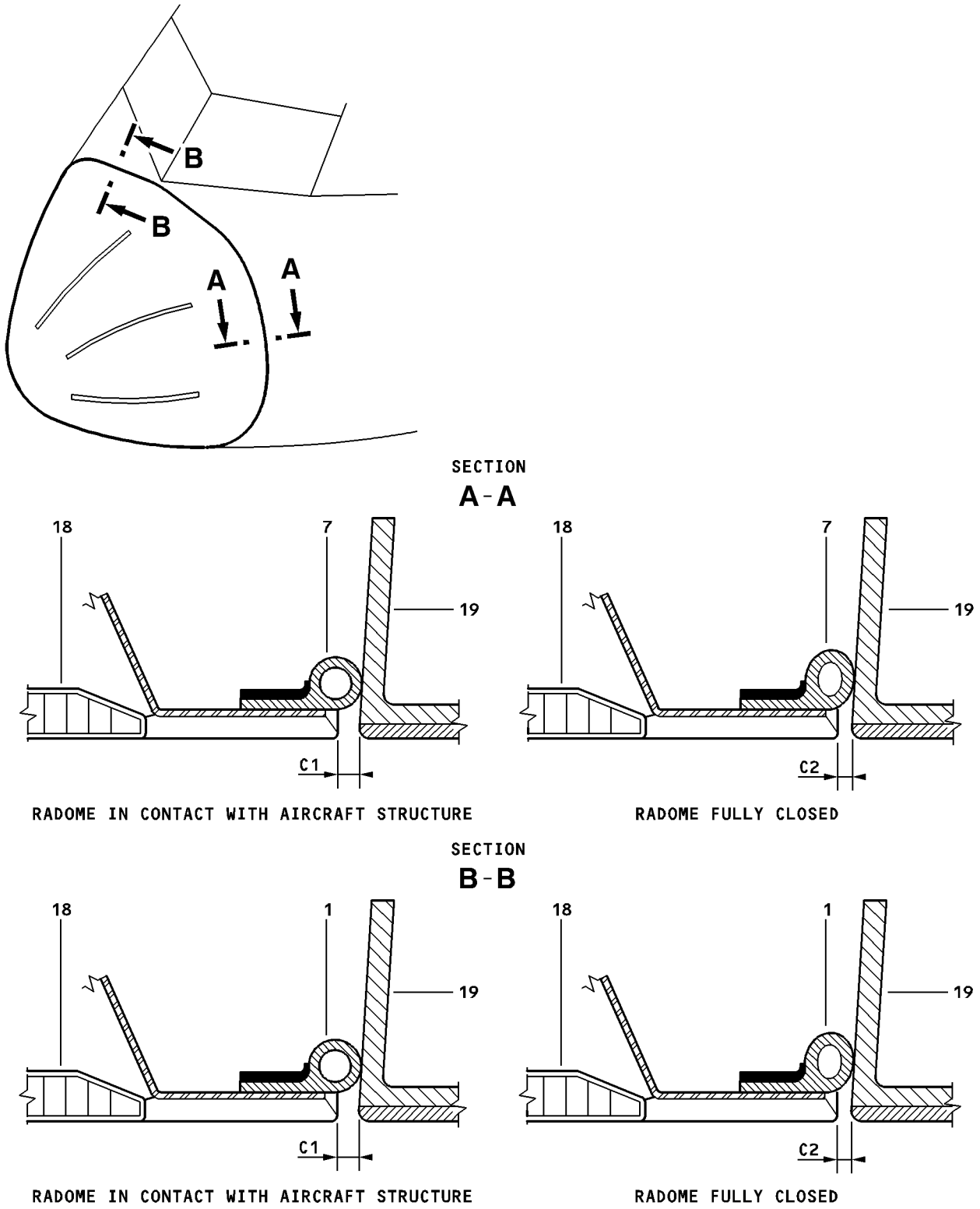
D. Preparation for Installation
(1)Do a visual inspection of the component interface and/or the adjacent area.
(2)Clean the component interface and/or the adjacent area.
(3)Make sure that the parts retained from the removed component are clean and in the correct condition.

E. Installation
(1)For KEVLAR radome (P/N 93220606)(Ref. Fig. 410)
(a)Install the radome seals (1) and (7).
(b)Install the seal fittings (5), (11) and (16).
(c)Install the seal retainers (3), (9) and (14).
(d)Install the bolts (2), (8) and (13).
(e)Install the retaining washers (4) and (15).
(f)Install the new nuts (6), (10) and (17).
(g)TORQUE the nuts (6), (10) and (17) to 0.10 m.daN (8.84 lbf.in).
(2)For QUARTZ radome (P/N A34032201)(Ref. Fig. 411)
(a)Apply sealant (Material No. 09-013) to the bolts (1).
(b)Install the radome seal (2) between the frame edge (6) and the related cover strips (3).
(c)Install the bolts (1), the washers (4) and the new nuts (5).
(d)TORQUE the nuts (5) to 0.10 m.daN (lbf.in).

F. Check of the Radome Seal Compression
(1)For KEVLAR radome (P/N 93220606)(Ref. Fig. 412)
(a)Remove the protective cover for radome antenna.
(b)Close the radome (18) until the radome seals (1) and (7) touch the aircraft structure (19).
(c)Measure the clearance C1.
(d)Fully close the radome (Ref. 53-10-61, P. Block 201).
(e)Make sure that the radome seals are correctly compressed along all their length.
(f)Measure the clearance C2.
(g)Make sure that the radome seal compression C1 - C2 is 2 ± 0.5 mm (0.08 ± 0.014 in.).
(2)For QUARTZ radome (P/N A34032201)(Ref. Fig. 413)
(a)Remove the protective cover for radome antenna.
(b)Close the radome (12) until the radome seal (2) touches the aircraft structure (11).
(c)Measure the clearance C1.
(d)Fully close the radome (Ref. 53-10-61, P. Block 201).
(e)Make sure that the radome seals are correctly compressed along all

their length.
(f)Measure the clearance C2.
(g)Make sure that the radome seal compression C1 - C2 is 2.8 mm +2.6 -1.8 mm (0.11 in. +0.10 -0.07 in.).

G. Close-Up
(1)Remove access platform.
(2)Remove warning notice from center pedestal.
(3)Remove safety clips and tags and close circuit breakers 7SQ1 and 7SQ2.



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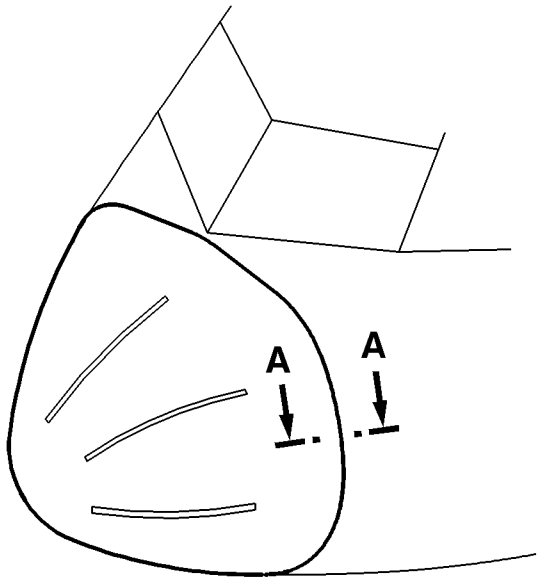
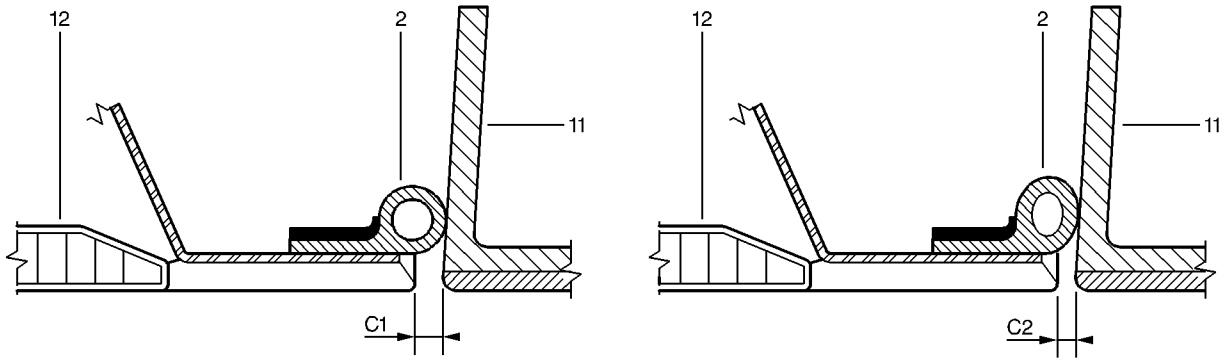
Radome Seal Compression
for KEVLAR Radome (P/N 93220606)
Figure 412



SECTION
A - A



RADOME IN CONTACT
WITH AIRCRAFT STRUCTURE

RADOME FULLY CLOSED

BM5 53 10 61 4 ANM0 00

Radome Seal Compression
for QUARTZ Radome (P/N A34032201)
Figure 413

1. Radome Latches - Check/Adjustment

A. Equipment and Materials

ITEM	DESIGNATION
	Spring scale 0 to 20 daN

B. Check of Radome Hooks Locking Tension

**ON A/C 001-003,

(Ref. Fig. 501)

**ON A/C 004-200,

(Ref. Fig. 502)

**ON A/C ALL

(1)Lower latch to place hook in contact with locking pin.
(2)Position a spring scale with a capacity of 20 daN (44.96 lbf) at 10 mm (0.39 in.) from the end of the locking handle.
(3)Apply load on spring scale ; locking is achieved when load applied is between 10 and 15 daN (22.48 and 33.72 lbf).

C. Adjustment
(1)The latch tension can be adjusted by retracting the latch by means of the castellated nut.

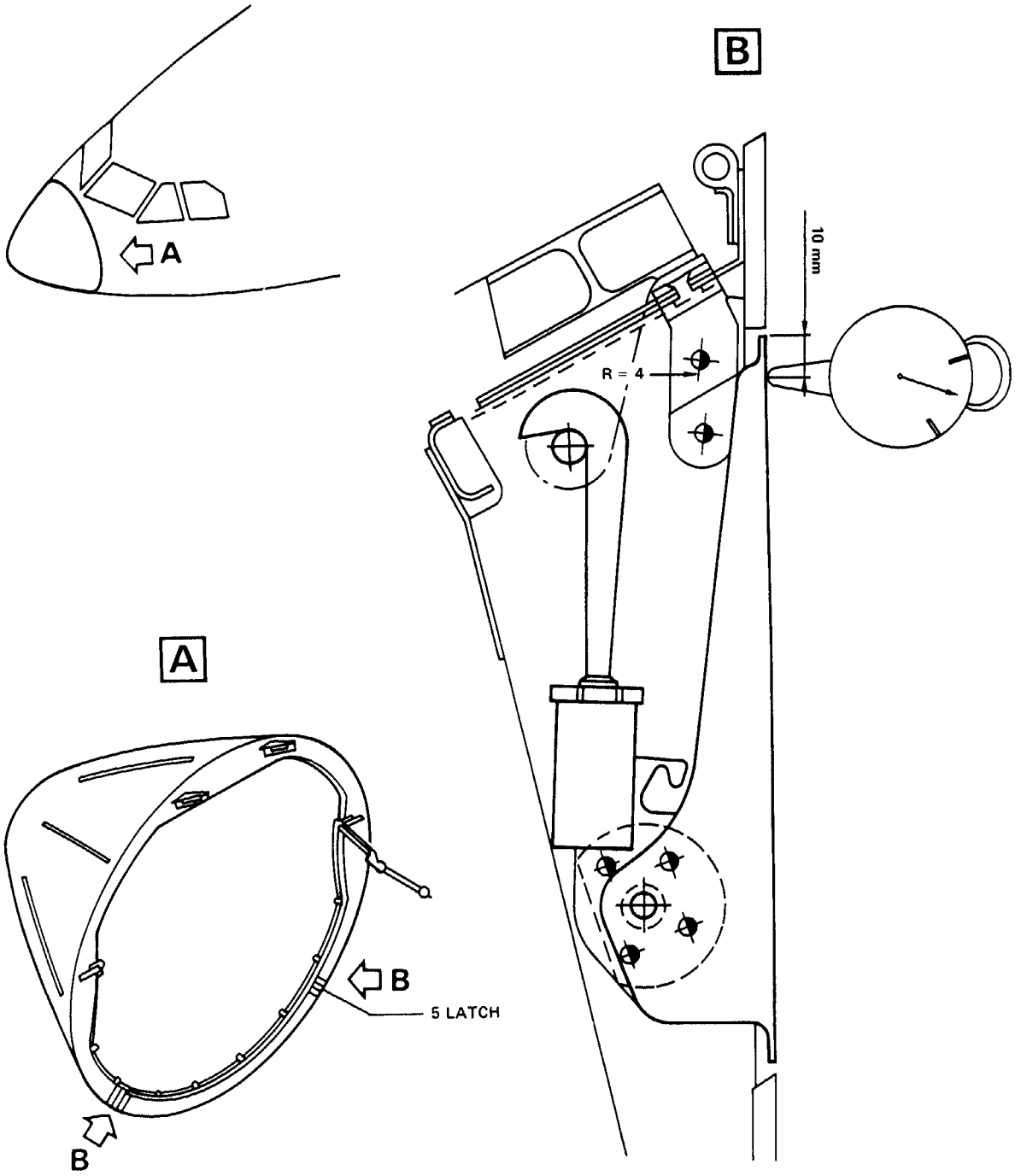
2. Radome - Tap Test

A. Equipment and Materials

ITEM	DESIGNATION
A. 98A57103013	Tap-Test Tool
B.	Adjustable Access Platform 4.5 m (14 ft. 9 in.)
Referenced Procedures	
- 53-10-61, P. Block 201	Radome - Opening/Closing

B. Job Set-up
(1)Put an adjustable access platform in position at zone 110.
(2)Open the radome (Ref. 53-10-61, P. Block 201).

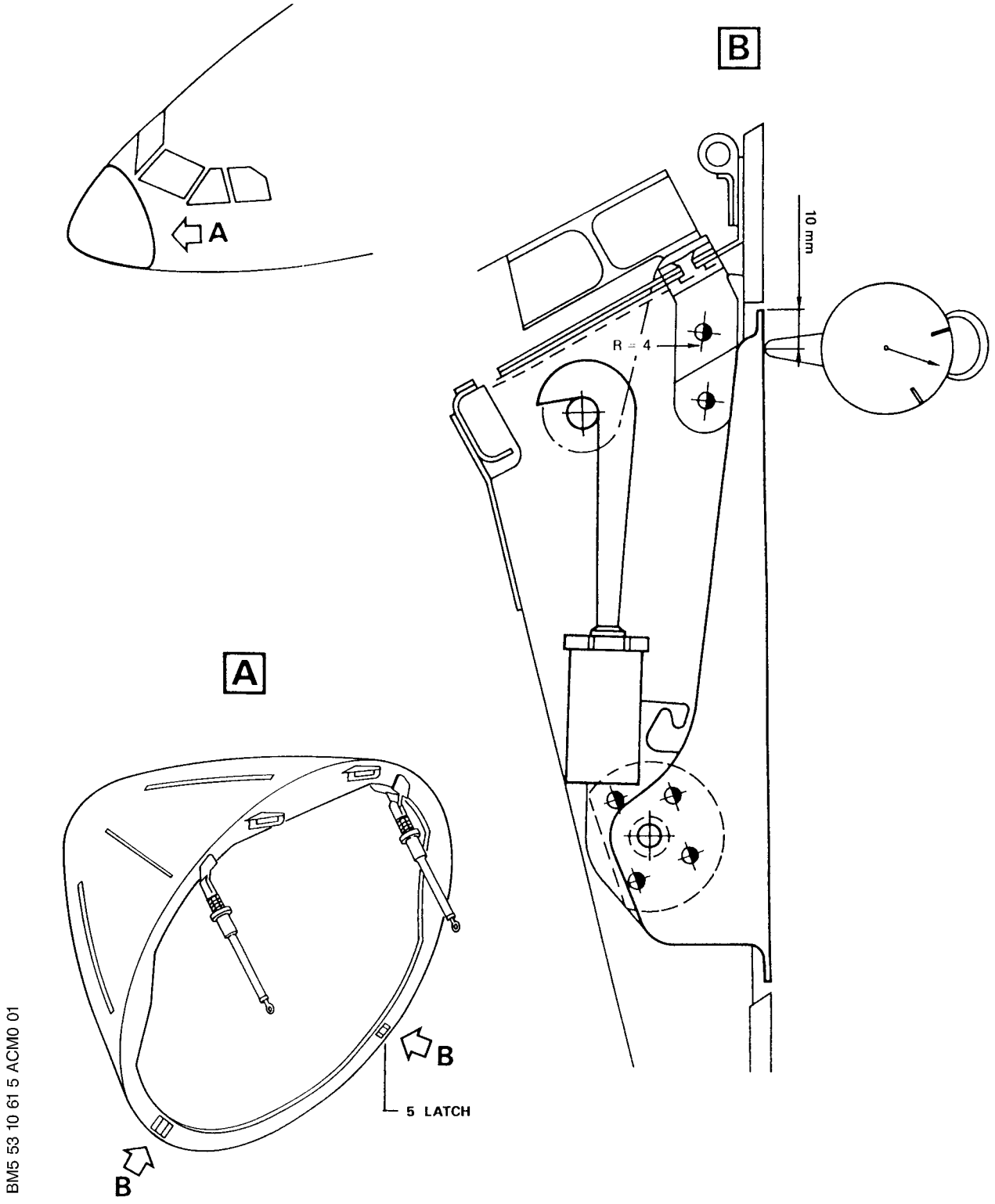
C. Test Procedure
CAUTION : TAP THE SURFACE OF THE COMPONENT LIGHTLY. IF NOT, DAMAGE CAN OCCUR.
(1)Tap the full surface of the inspection area with a Tap-Test Tool



BM5 53 10 61 5 AAM0 01

Latch Adjustment
Figure 501

R



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Latch Adjustment
Figure 502

R (P/N 98A57103013) in a grid pattern with a distance of approximately
R 10 mm (0.4 in.) between the grids.
R (Ref. Fig. 503)
R (a)If a clear resonant sound occurs, the area does not contain debonding.
R (b)If a dull sound occurs, the area contains delamination/debonding.
R (2)Put marks on the damage area on the skin with chalk.

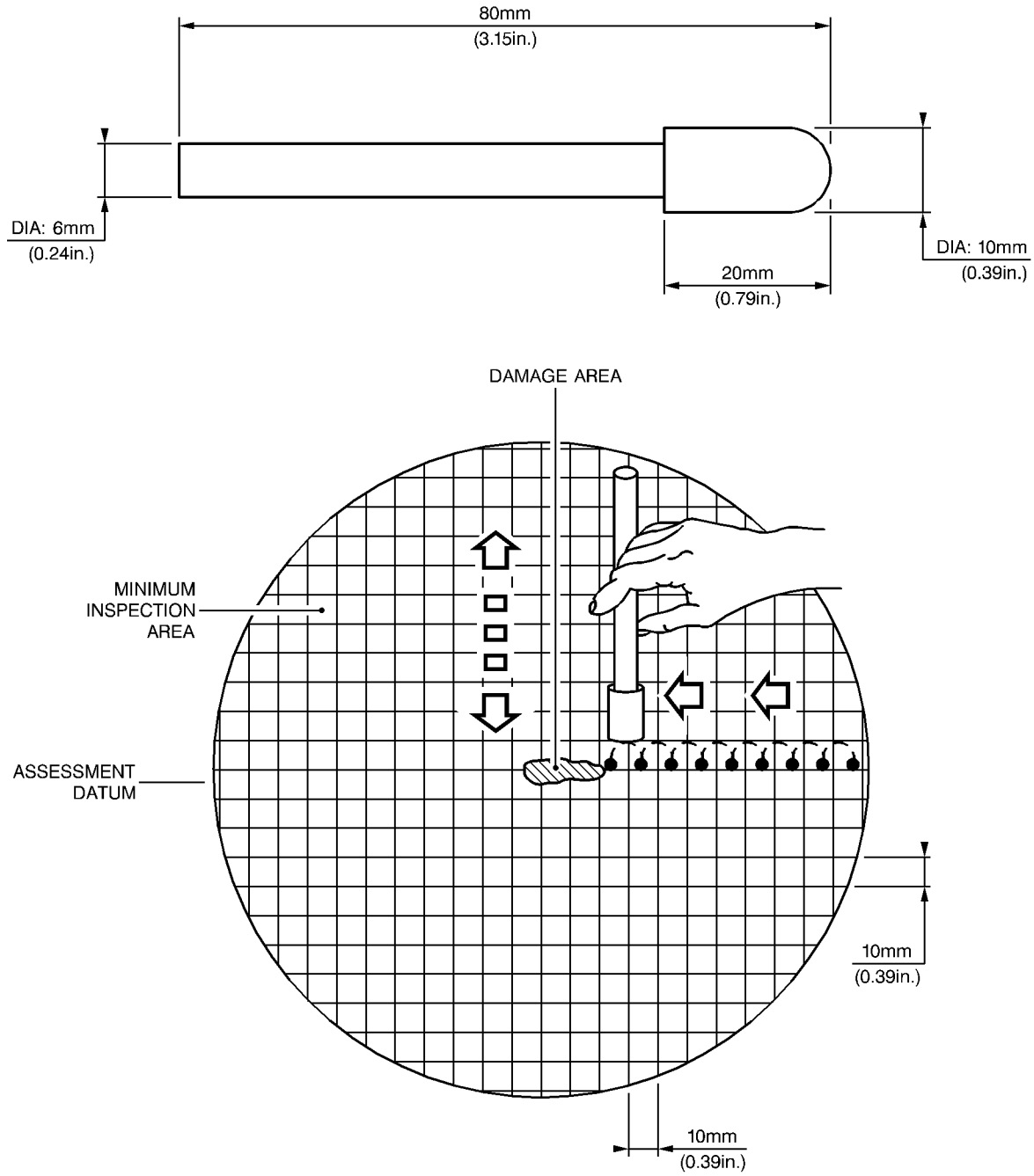
R C. Close-up
R (1)Make sure that the work area is clean and clear of tool(s), and other
R items.
R (2)Close the radome (Ref. 53-10-61, P. Block 201).
R (3)Remove the access platform.

R 3. Radome - Conductivity Test

R A. Equipment and Materials

ITEM	DESIGNATION
Referenced Procedure	
- 20-28-11, P. Block 1	Electrical Bonding
- 53-10-61, P. Block 201	Radome - Opening/Closing

R B. Test Procedure
R (1)Close the radome (Ref. 53-10-61, P. Block 201).
R (2)Measure the ohmic resistance between each lightning arrestor strip of the
R radome and the adjacent primary structure of the aircraft (Ref. 20-28-11,
R P. Block 1).
R (3)Make sure that the ohmic resistance is correct (Ref. 20-28-11,
R P. Block 1).



Tap-Test Tool and Grid Pattern
Figure 503

R

1. Reason for the Job

A. Visual Check of the Outer and Inner Faces of the Radome

2. Equipment and Materials

ITEM	DESIGNATION
A.	Adjustable Access Platform 4.5 m (14 ft. 9 in.)
B. Material No. 11-001A	Cleaning Agents (Ref. 20-31-00)
C. Material No. 11-001Q	Cleaning Agents (Ref. 20-31-00)
D. Material No. 19-003	Miscellaneous (Ref. 20-31-00)
Referenced Procedures	
- 53-10-61, P. Block 201	Radome - Opening/Closing
- 53-10-61, P. Block 401	Radome - Removal/Installation
- 53-10-61, P. Block 501	Radome - Adjustment/Test
- 53-10-61, P. Block 801	Radome - Approved Repairs

3. Procedure

R A. Job Set-Up
R (1)Open, safety and tag the following circuit breakers :

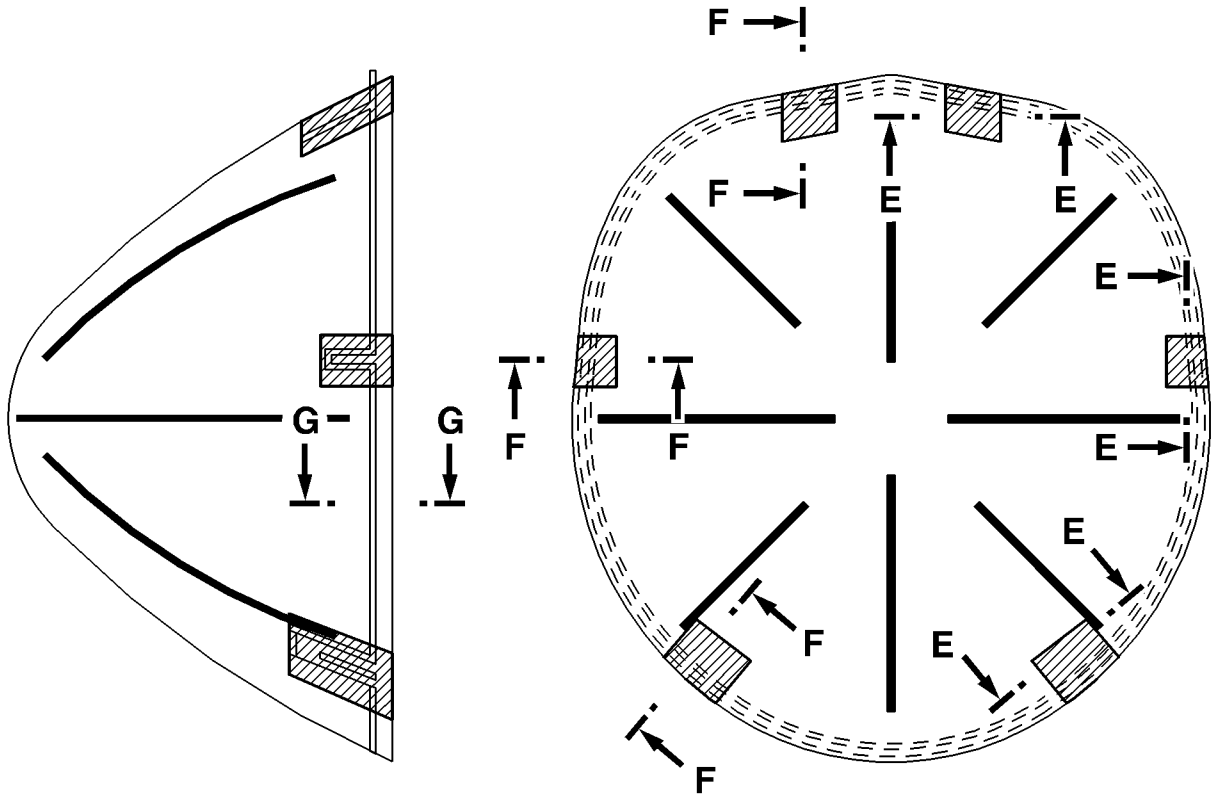
PANEL	SERVICE	IDENT.	LOCATION
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ1	107/C6
21VU	RADIO-NAV & COM/RADAR/TR/1	7SQ2	107/C9

R WARNING : PLACE A WARNING NOTICE ON CENTER PEDESTAL IN FLIGHT COMPARTMENT
R PROHIBITING OPERATION OF RADAR SYSTEM.
(2)Put an adjustable access platform in position at zone 110.

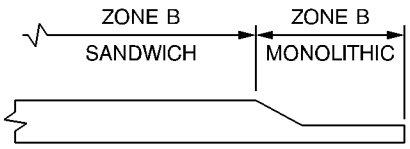
R B. Cleaning of the Radome
(1)Remove all the particles and contamination with a vacuum cleaner.
(2)Clean the radome with Cleaning Agents (Material No. 11-001A or 11-001Q) and a soft brush or a lint-free cotton cloth (Material No. 19-003).
(3)Dry the radome with a lint-free cotton cloth (Material No. 19-003) before the Cleaning Agents (Material No. 11-001A or 11-001Q) dry.

R C. Preparation for the Inspection
(Ref. Fig. 601)
(1)Do a visual check of the inspection area for damage in
R Zone A around the fittings. If there is damage:
R - Immediately remove the radome (Ref. 53-10-61, P. Block 401) and
R send it to a repair station.
R - Install a new radome (Ref. 53-10-61, P. Block 401).
(2)Do a visual check of the inspection area for damage in Zone B (Ref. Fig. 602). If there is damage:

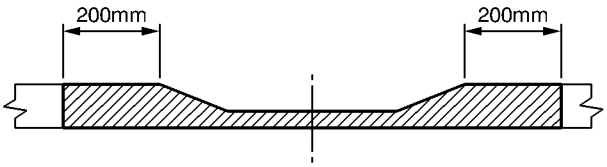
ZONING



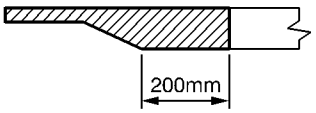
TYPICAL SECTION
G-G



TYPICAL SECTION
E-E



TYPICAL SECTION
F-F



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ZONE A - RESTRICTED AREAS

ZONE B

Damage Areas
Figure 601

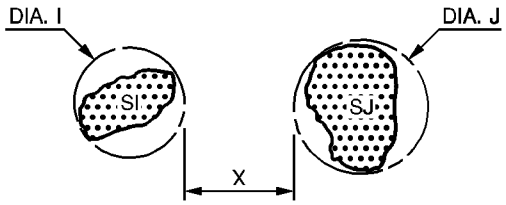
R

R (Ref. Fig. 602)

(a)Measure the distance between the damage areas.
1 The distance between two adjacent areas, X, must be more than Xmin with max (dia.i, dia.j) ≤ Xmin ≤ 300 mm.
2 If X < Xmin, there is one damage area.
3 If Xmin, ≤ X ≤ 300 mm, there are two different damage areas.
4 If X > 300 mm, there are two different damage areas.
(b)Measure the distance between the repair areas.
1 The minimum distance, between the repair areas, Ymin is 150 mm.
(c)Measure the distance between Zone B damage and Zone A.
1 The distance between the damage and Zone A, C, must be more than Cmin = 0 mm.
2 If C ≥ Cmin, repair is permitted.
R 3 If C < Cmin:
R - Immediately remove the radome (Ref. 53-10-61, P. Block 401) and
R send it to a repair station.
R - Install a new radome (Ref. 53-10-61, P. Block 401).

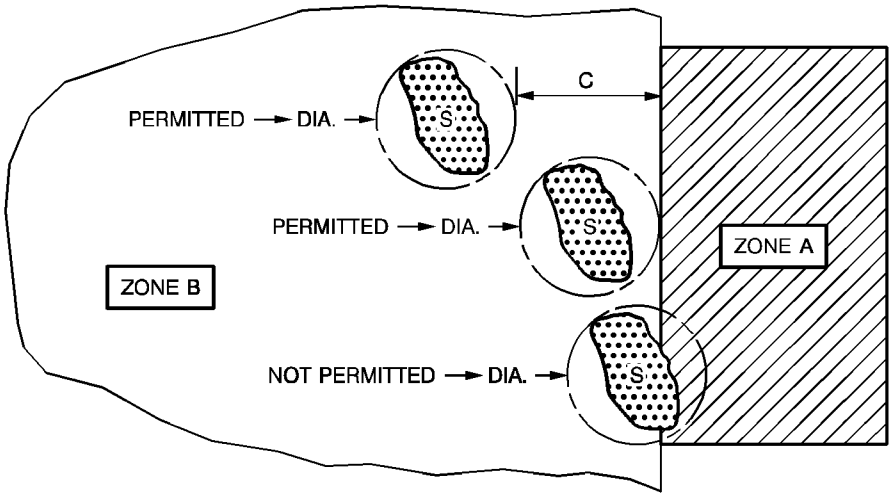
D. Inspection of the Outer Face
(Ref. Fig. 603)
(1)Do a visual inspection for scratches, gouges, nicks and peeling of the paint.
(a)KEVLAR radome (P/N A9232024200012, P/N A9232024200110, P/N A9232024200210, P/N A9232024200310, P/N A9232060600400, P/N A9232060600500, P/N A9232060600600, P/N A9232060600700).
1 If dia. ≤ 200 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.
NOTE : Only 1 repair for each type of damage is permitted for a radome.
2 If dia. > 200 mm:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).
3 If the area contains more than one ply that has scratches:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).
(b)QUARTZ radome (P/N A3403220100000, P/N F53132010000).
1 If dia. ≤ 250 mm:
NOTE : 1 damage with maximum size ≤ allowed dia.max or 5 damages with maximum size ≤ dia.50 mm per damage are permitted.
- If the area contains one ply that has scratches:
a Immediately do a temporary repair with polyurethane tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent C-check.
- If the area contains X plies that have scratches:
a Immediately remove the radome (Ref. 53-10-61, P. Block 401) and

DISTANCE BETWEEN THE DAMAGE AREAS

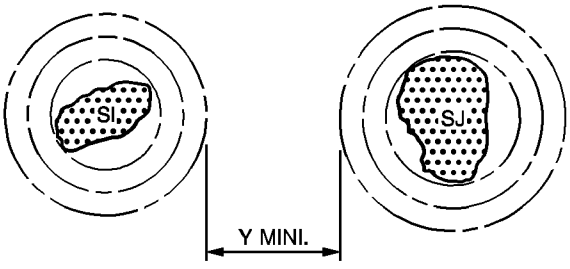


DIA. I ADJACENT TO SI DIA. J ADJACENT TO SJ
SI AND SJ ARE DAMAGE AREAS

ZONE B DAMAGE NEAR THE ZONE A



DISTANCE BETWEEN THE REPAIRS

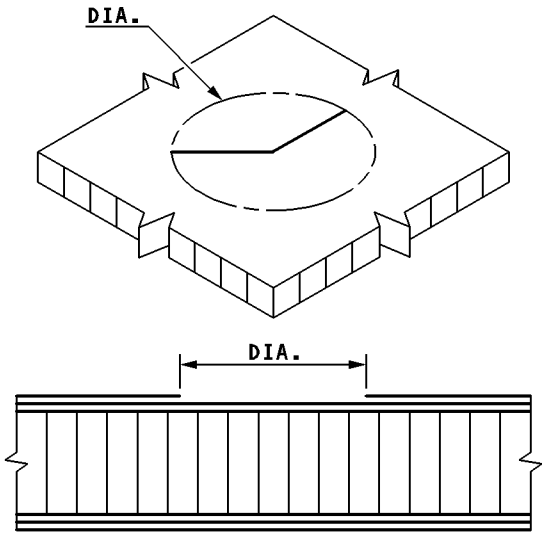
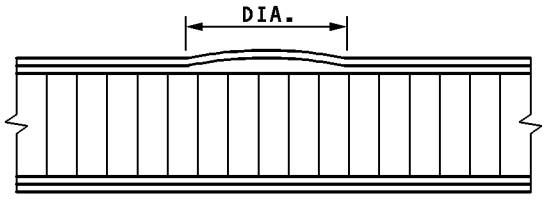
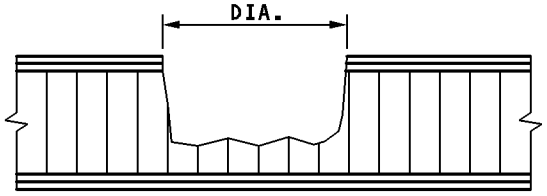
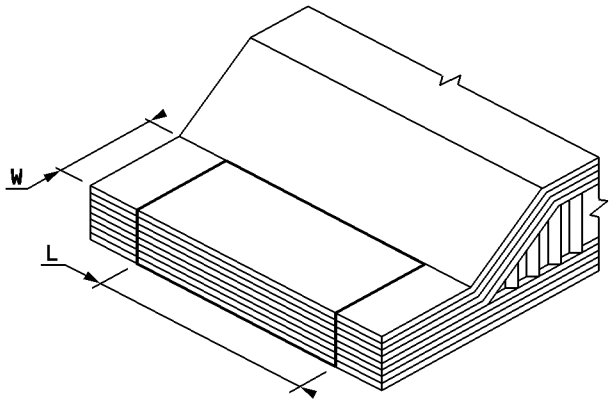


THE Y MINI. VALUE IS 150mm (5.90in.)

Distance Between the Damage Areas and the Repair Areas
Figure 602

BM5 53 10 61 6 AAN0 03

R

TYPE OF DAMAGE	DESCRIPTION
SCRATCH, GOUGE, NICK AND PEELING OF THE PAINT	
DELAMINATION, DEBONDING OF THE OUTER SKIN/ HONEYCOMB CORE WITHOUT FIBRE RUPTURE	
PERFORATION WITH OR WITHOUT DAMAGE TO THE HONEYCOMB CORE	
DAMAGE ON THE MONOLITHIC AREA (ZONE B)	

BM5 53 10 61 6 ABM0 01

Possible Types of Damage - Outer Face
Figure 603

send it to a repair station.
b Install a new radome (Ref. 53-10-61, P. Block 401).
2 If dia. > 250 mm:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).
(c)GLASS FIBER radome (P/N A9232024200010, P/N A9232024200011, P/N A9232060600200).
1 If dia. ≤ 200 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.
NOTE : Only 1 repair for each type of damage is permitted for a radome.
2 If dia. > 200 mm:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).
3 If the area contains more than two plies that have scratches:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).
(2)Do an inspection for burn spots (Ref. Fig. 604).
(a)KEVLAR radome (P/N A9232024200012, P/N A9232024200110, P/N A9232024200210, P/N A9232024200310, P/N A9232060600400, P/N A9232060600500, P/N A9232060600600, P/N A9232060600700).
NOTE : This inspection is not applicable to the radome structure on which you must examine burn spots as other types of damage (perforation, scratches...).
1 If there are burn spots on the screw-heads of the lightning arrester strips, no procedure is immediately necessary. Do a permanent repair at the subsequent A-check or C-check.
2 If there are burn spots on the last screw-head (aircraft structure) of the lightning arrester strips, only one flight is permitted. Do a permanent repair or remove and replace the radome.
3 If there are burn spots on the screw-heads of the radome-to-aircraft structure junction, no procedure is immediately necessary. Do a permanent repair at the subsequent A-check or C-check.
4 If there are burn spots on the lightning arrester strips:
a If there is one damage area, measure the diameter Y.
- If Y is less than or equal to 7 mm (0.2755 in.), no procedure is immediately necessary. Do a permanent repair at the subsequent A-check or C-check.
- If Y is more than 7 mm (0.2755 in.):
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).
b If there are two damage areas, measure and calculate the sum Y3 of the two diameters Y1 and Y2. Measure the distance Z between the two damage areas.
- If Y3 is less than or equal to 7 mm (0.2755 in.) and if Z is less

than or equal to 5 mm (0.1968 in.), no procedure is immediately necessary. Do a permanent repair at the subsequent C-check.
- If Y3 is more than 7 mm (0.2755 in.) and if Z is less than or equal to 5 mm (0.1968 in.):
  - Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
  - Install a new radome (Ref. 53-10-61, P. Block 401).

5 If there are burn spots on the locking handle:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).

(b)QUARTZ radome (P/N A3403220100000, P/N F53132010000).

NOTE : This inspection is not applicable to the radome composite structure on which you must examine burn spots as other types of damage (perforation, scratches...).

1 If there are burn spots on the screw-heads of the lightning arrester strips, no procedure is immediately necessary. Do a permanent repair at the subsequent A-check or C-check.

2 If there are burn spots on the last screw-head (aircraft structure) of the lightning arrester strips, only one flight is permitted. Do a permanent repair or remove and replace the radome.

3 If there are burn spots on the screw-heads of the pick-up arrester fittings (radome-to-aircraft structure junction), no procedure is immediately necessary. Do a permanent repair at the subsequent A-check or C-check.

4 If there are burn spots on the lightning arrester strips:

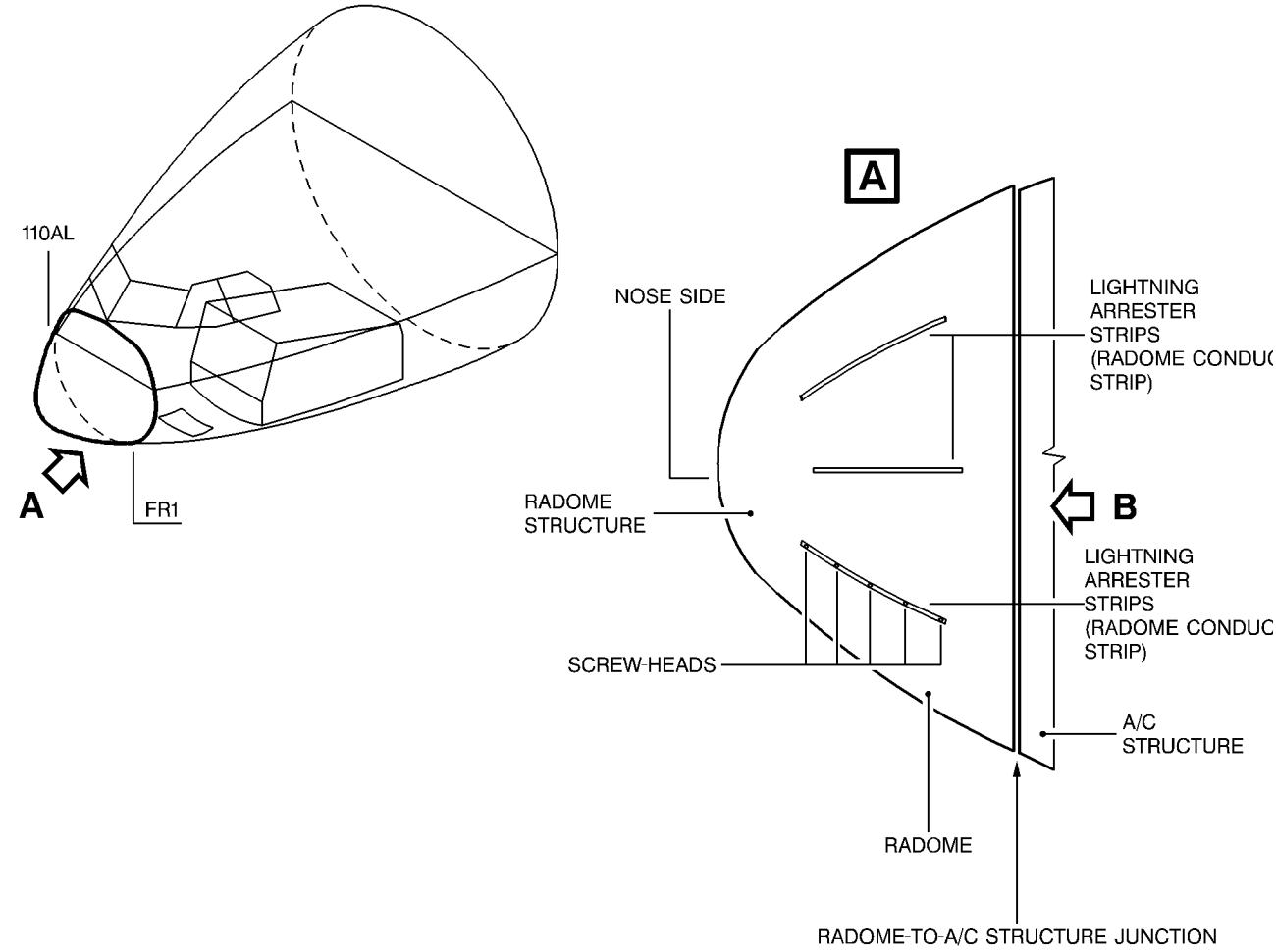
a If there is one damage area, measure the diameter Y.
- If Y is less than or equal to 7 mm (0.2755 in.), no procedure is immediately necessary. Do a permanent repair at the subsequent A-check or C-check.
- If Y is more than 7 mm (0.2755 in.):
  - Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
  - Install a new radome (Ref. 53-10-61, P. Block 401).

b If there are two damage areas, measure and calculate the sum Y3 of the two diameters Y1 and Y2. Measure the distance Z between the two damage areas.
- If Y3 is less than or equal to 7 mm (0.2755 in.) and if Z is less than or equal to 5 mm (0.1968 in.), no procedure is immediately necessary. Do a permanent repair at the subsequent C-check.
- If Y3 is more than 7 mm (0.2755 in.) and if Z is less than or equal to 5 mm (0.1968 in.):
  - Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
  - Install a new radome (Ref. 53-10-61, P. Block 401).

5 If there are burn spots on the locking handle:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).

(Ref. Fig. 604)

(3)Do a visual inspection for delamination and debonding (Ref. Fig. 603).



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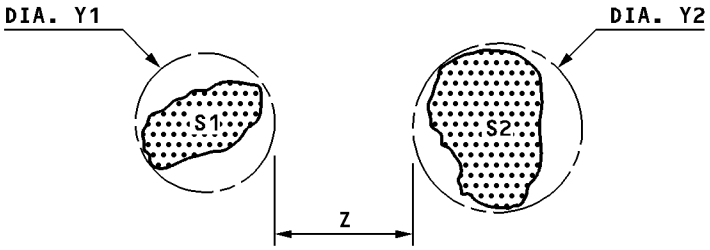
Damage Areas and Distance Between Damage
Areas on the Lightning Arrester Strips (Sheet 1/2)
Figure 604

TWO DAMAGE AREAS

- PERMITTED DIAMETERS AND DISTANCE BETWEEN TWO DAMAGE AREAS -

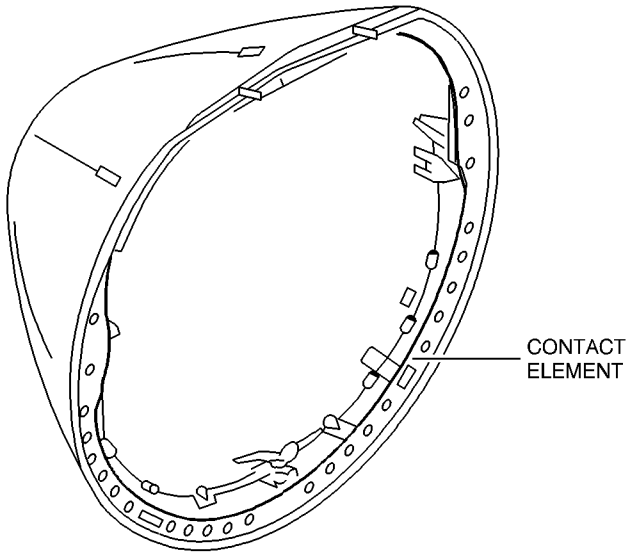


DIA. Y1 ADJACENT TO S1 DIA. Y2 ADJACENT TO S2

S1 AND S2 ARE DAMAGE AREAS

DIA. Y1 + DIA. Y2 = DIA. Y3

B



BM5 53 10 61 6 BAAB 01

Damage Areas and Distance Between Damage Areas on the Lightning Arrester Strips (Sheet 2/2)
Figure 604

(a)KEVLAR radome (P/N A9232024200012, P/N A9232024200110, P/N A9232024200210, P/N A9232024200310, P/N A9232060600400, P/N A9232060600500, P/N A9232060600600, P/N A9232060600700).

1 Do a Tap Test to get the delamination diameter (Ref. 53-10-61, P. Block 501).

2 If dia. ≤ 10 mm, no action is necessary.

NOTE : Only 5 repairs for each type of damage are permitted for a radome.

R 3 If dia. > 10 mm and dia. < 200 mm:

R - Remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station before the subsequent A-check.

- Install a new radome (Ref. 53-10-61, P. Block 401).

R 4 If dia. > 200 mm in the external skin:

- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.

- Install a new radome (Ref. 53-10-61, P. Block 401).

(b)QUARTZ radome (P/N A3403220100000, P/N F53132010000).

1 Do a Tap Test to get the delamination diameter (Ref. 53-10-61, P. Block 501).

2 If dia. ≤ 250 mm:

R NOTE : 1 damage with maximum size ≤ allowed dia.max or 5 damages

R with maximum size ≤ dia.50 mm per damage are permitted.

R - Immediately do a temporary repair with polyurethane tape

R (Ref. 53-10-61, P. Block 801) and do a permanent repair

R at the subsequent C-check.

R 3 If dia. > 250 mm:

R - Immediately remove (Ref. 53-10-61, P. Block 401) and replace

R (Ref. 53-10-61, P. Block 401) the radome.

(c)GLASS FIBER radome (P/N A9232024200010, P/N A9232024200011, P/N A9232060600200).

1 Do a Tap Test to get the delamination diameter (Ref. 53-10-61, P. Block 501).

2 If dia. ≤ 10 mm, no action is necessary.

NOTE : Only 5 repairs for each type of damage are permitted for a radome.

3 If dia. > 10 mm:

R - Remove the radome (Ref. 53-10-61, P. Block 401) and send it to

R a repair station before the subsequent A-check.

- Install a new radome (Ref. 53-10-61, P. Block 401).

(4)Do an inspection for debonding on the lightning arrester strips (Ref. Fig. 604).

(a)If there is debonding between two screws on the lightning arrester strips, immediately do a temporary repair with adhesive tape (Ref. 53-10-61, P. Block 801). Do a permanent repair at the subsequent flight.

(b)If there is debonding at the end of the lightning arrester strips (radome nose side), immediately do a temporary repair with adhesive tape (Ref. 53-10-61, P. Block 801). Do a permanent repair at the subsequent flight.

(c)If there is debonding at the end of the lightning arrester strips (structure side) so that they do not touch the structure:

- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station for permanent repair.
- Install a new radome (Ref. 53-10-61, P. Block 401).

(5)Do an inspection for black marks on the radome.

(a)If there are black marks on the radome, clean the surface area with CLEANING AGENTS (Material No. 11-001A).

(6)Do a visual inspection for perforations with or without damage to the honeycomb core.

(a)KEVLAR radome (P/N A9232024200012, P/N A9232024200110, P/N A9232024200210, P/N A9232024200310, P/N A9232060600400, P/N A9232060600500, P/N A9232060600600, P/N A9232060600700).

1 If dia. ≤ 10 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.

NOTE : Only 5 repairs for each type of damage are permitted for a radome.

2 If 10 < dia. < 200 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.

NOTE : Only 1 repair for each type of damage is permitted for a radome.

R 3 If dia. > 200 mm:

R - Immediately remove the radome (Ref. 53-10-61, P. Block 401) and
R send it to a repair station for permanent repair.
R - Install a new radome (Ref. 53-10-61, P. Block 401).

(b)QUARTZ radome (P/N A3403220100000, P/N F53132010000).

R NOTE : A maximum of 5 perforations are permitted on the QUARTZ radome.

1 If dia. ≤ 50 mm, immediately do a temporary repair with polyurethane tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.

R 2 If dia. > 50 mm:

R - Immediately remove (Ref. 53-10-61, P. Block 401) and replace
R (Ref. 53-10-61, P. Block 401) the radome.

(c)GLASS FIBER radome (P/N A9232024200010, P/N A9232024200011, P/N A9232060600200).

1 If dia. ≤ 10 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.

NOTE : Only 5 repairs for each type of damage are permitted for a radome.

2 If 10 < dia. < 200 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.

NOTE : Only 1 repair for each type of damage is permitted for a radome.

3 If dia. > 200 mm:

R - Remove the radome (Ref. 53-10-61, P. Block 401) and send it to
R a repair station before the subsequent A-check.
- Install a new radome (Ref. 53-10-61, P. Block 401).

(7)Do a visual inspection for damage on the monolithic areas (Zone B).

R (a)If there is damage on the radome:

R - Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send
R it to a repair station for permanent repair.
R - Install a new radome (Ref. 53-10-61, P. Block 401).

(8)Do a visual inspection for missing screws on the lightning arrester strips.

(a)Replace the missing screws.

D. Inspection of the Inner Face

(Ref. Fig. 605)

(Ref. Fig. 606)

(1)Open the radome (Ref. 53-10-61, P. Block 201).

(2)Do an inspection for burn spots on the radome-to-aircraft structure junction

(Ref. Fig. 604).

(a)If there are burn spots on the screw-heads of the radome-to-aircraft structure junction, no procedure is immediately necessary. Do a permanent repair at the subsequent check.

(b)If there are burn spots on the pick-up arrester fittings (radome-to-aircraft structure junction), no procedure is immediately necessary. Do a permanent repair at the subsequent check.

(3)Do a visual inspection for scratches, gouges, nicks and peeling of the paint.

(a)KEVLAR radome (P/N 9232024200012, P/N A9232024200110, P/N A9232024200210, P/N A9232024200310, P/N A9232060600400, P/N A9232060600500, P/N A9232060600600, P/N A9232060600700)

(Ref. Fig. 605).

1 If dia. ≤ 200 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.

NOTE : Only 1 repair for each type of damage is permitted for a radome.

2 If dia. > 200 mm:

- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).

3 If the area contains more than one ply that has scratches:

- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).

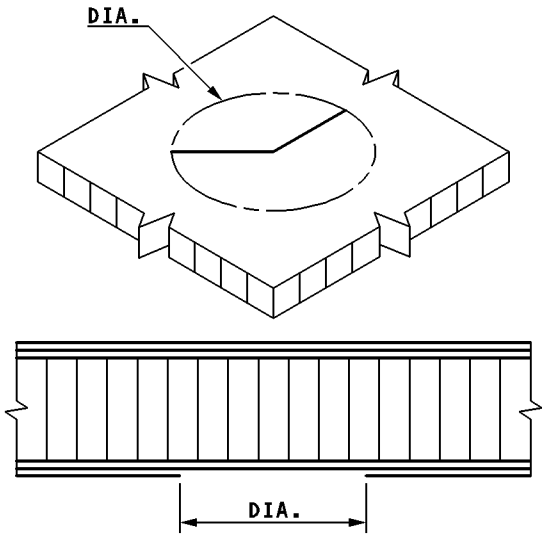
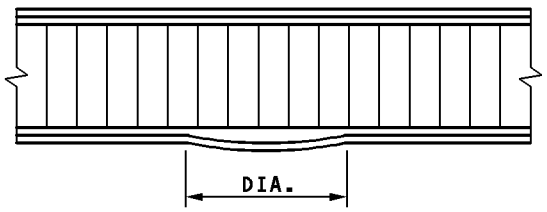
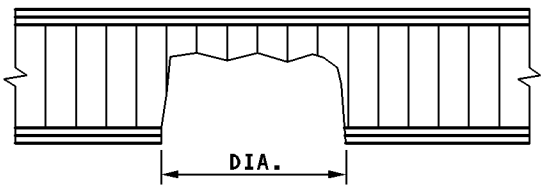
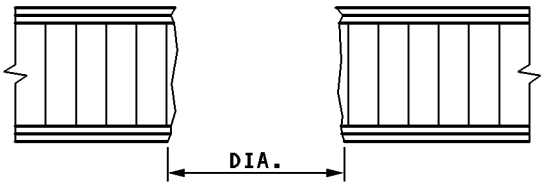
(b)QUARTZ radome (P/N A3403220100000, P/N F53132010000).

(Ref. Fig. 606).

1 If dia. ≤ 250 mm.

NOTE : 1 damage with maximum size ≤ allowed dia.max or 5 damages with maximum size ≤ dia.50 mm per damage are permitted.

- If the area contains one ply that has scratches:
  - Immediately do a temporary repair with polyurethane tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent C-check.
- If the area contains X plies that have scratches:
  - Immediately remove (Ref. 53-10-61, P. Block 401) and replace (Ref. 53-10-61, P. Block 401) the radome.

TYPE OF DAMAGE	DESCRIPTION
SCRATCH, GOUGE, NICK AND PEELING OF THE PAINT	
DELAMINATION, DEBONDING OF THE INNER SKIN/ HONEYCOMB CORE WITHOUT FIBRE RUPTURE	
PERFORATION WITH OR WITHOUT DAMAGE TO HONEYCOMB	
TOTAL PERFORATION OF THE OUTER SKIN + HONEYCOMB CORE +INNER SKIN (KEVLAR AND GLASS-FIBER RADOME VERSIONS)	

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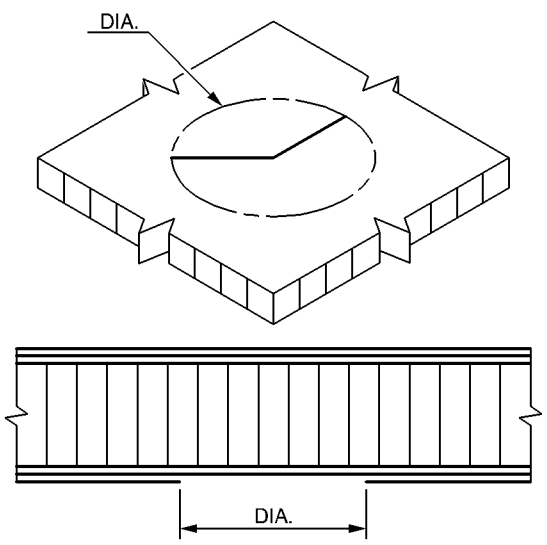
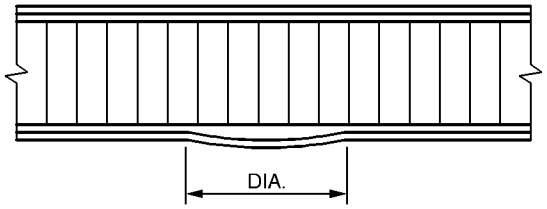
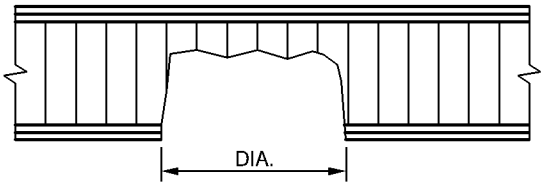
Possible Types of Damage - Inner Face
Figure 605

TYPE OF DAMAGE	DESCRIPTION
SCRATCH, GOUGE, NICK AND PEELING OF THE PAINT	
DELAMINATION, DEBONDING OF THE INNER SKIN/ HONEYCOMB CORE WITHOUT FIBRE RUPTURE	
PERFORATION WITH OR WITHOUT DAMAGE TO HONEYCOMB	

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R Possible Types of Damage - Inner Face
Figure 606

2 If dia. > 250 mm:
- Immediately remove (Ref. 53-10-61, P. Block 401) and replace (Ref. 53-10-61, P. Block 401) the radome.

(c)GLASS FIBER radome (P/N A9232024200010, P/N A9232024200011, P/N A9232060600200)
(Ref. Fig. 605).

1 If dia. ≤ 200 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.
NOTE : Only 1 repair for each type of damage is permitted for a radome.

2 If dia. > 200 mm:
- Remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station before the subsequent A-check.
- Install a new radome (Ref. 53-10-61, P. Block 401).

3 If the area contains more than two plies that have scratches:
- Remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station before the subsequent A-check.
- Install a new radome (Ref. 53-10-61, P. Block 401).

(4)Do a visual inspection for delamination and debonding.

(a)KEVLAR radome (P/N A9232024200012, P/N A9232024200110, P/N A9232024200210, P/N A9232024200310, P/N A9232060600400, P/N A9232060600500, P/N A9232060600600, P/N A9232060600700).
(Ref. Fig. 605).

1 Do a Tap Test to get the delamination diameter (Ref. 53-10-61, P. Block 501).

2 If dia. ≤ 10 mm, no action is necessary.
NOTE : Only 5 repairs for each type of damage are permitted for a radome.

3 If 10 mm < dia. ≤ 150 mm:
- Immediately do a temporary repair with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.

4 If dia. > 150 mm:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).

(b)QUARTZ radome (P/N A3403220100000, P/N F53132010000).
(Ref. Fig. 606).

1 Do a Tap Test to get the delamination diameter (Ref. 53-10-61, P. Block 501).

2 If dia. ≤ 250 mm:
NOTE : 1 damage with maximum size ≤ allowed dia.max or 5 damages with maximum size ≤ dia.50 mm per damage are permitted.
- Immediately do a temporary repair with polyurethane tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent C-check.

3 If dia. > 250 mm:
- Immediately remove (Ref. 53-10-61, P. Block 401) and replace (Ref. 53-10-61, P. Block 401) the radome.

(c)GLASS FIBER radome (P/N A9232024200010, P/N A9232024200011,

P/N A9232060600200)
(Ref. Fig. 605).
1 Do a Tap Test to get the delamination diameter (Ref. 53-10-61, P. Block 501).
2 If dia. ≤ 10 mm, no action is necessary.
NOTE : Only 5 repairs for each type of damage are permitted for a radome.
3 If dia. > 10 mm:
- Remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station before the subsequent A-check.
- Install a new radome (Ref. 53-10-61, P. Block 401).

(5)Do a visual inspection for perforations with or without damage to the honeycomb core.

(a)KEVLAR radome (P/N A9232024200012, P/N A9232024200110, P/N A9232024200210, P/N A9232024200310, P/N A9232060600400, P/N A9232060600500, P/N A9232060600600, P/N A9232060600700) (Ref. Fig. 605).
1 If dia. ≤ 10 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.
NOTE : Only 5 repairs for each type of damage are permitted for a radome.
2 If 10 < dia. < 150 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.
NOTE : Only 1 repair for each type of damage is permitted for a radome.
3 If dia. > 150 mm:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).

(b)QUARTZ radome (P/N A3403220100000, P/N F53132010000). (Ref. Fig. 606).
NOTE : A maximum of 5 perforations are permitted on the QUARTZ radome.
1 If dia. ≤ 50 mm:
- Immediately do a temporary repair with resin injection and polyurethane tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.
2 If dia. > 50 mm:
- Immediately remove (Ref. 53-10-61, P. Block 401) and replace (Ref. 53-10-61, P. Block 401) the radome.

(c)GLASS FIBER radome (P/N A9232024200010, P/N A9232024200011, P/N A9232060600200). (Ref. Fig. 605).
1 If dia. < 10 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.
NOTE : Only 5 repairs for each type of damage are permitted for a radome.
2 If 10 < dia. < 200 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the

subsequent A-check.
NOTE : Only 1 repair for each type of damage is permitted for a radome.

3 If dia. > 200 mm:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).

(6)Do a visual inspection for total perforations.

(a)KEVLAR radome (P/N A9232024200012, P/N A9232024200110, P/N A9232024200210, P/N A9232024200310, P/N A9232060600400, P/N A9232060600500, P/N A9232060600600, P/N A9232060600700) (Ref. Fig. 605).

1 If dia ≤ 10 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.
NOTE : Only 5 repairs for each type of damage are permitted for a radome.

2 If dia. > 10 mm:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).

(b)GLASS FIBER radome (P/N A9232024200010, P/N A9232024200011, P/N A9232060600200) (Ref. Fig. 605).

1 If dia. ≤ 10 mm, immediately repair the damage with adhesive tape (Ref. 53-10-61, P. Block 801) and do a permanent repair at the subsequent A-check.
NOTE : Only 5 repairs for each type of damage are permitted for a radome.

2 If dia. > 10 mm:
- Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
- Install a new radome (Ref. 53-10-61, P. Block 401).

E. Inspection of Both Faces

(1)If there is local damage at two points opposite each other on the outer and inner faces, do a visual inspection of each face for core crushing, debonding or skin delamination.

(a)KEVLAR radome (P/N A9232024200012, P/N A9232024200110, P/N A9232024200210, P/N A9232024200310, P/N A9232060600400, P/N A9232060600500, P/N A9232060600600, P/N A9232060600700).

1 If the damage on the outer or inner face of the radome has:
- a dia. ≤ 200 mm, immediate repair is authorized (for repair, refer to step corresponding to each damage area),
- a dia. > 200 mm:
  - Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
  - Install a new radome (Ref. 53-10-61, P. Block 401).

(b)QUARTZ radome (P/N A3403220100000, P/N F53132010000).

1 If the damage on the outer or inner face of the radome has:
- a dia. ≤ 250 mm, immediate repair is authorized (for repair, refer to step corresponding to each damage area),

- a dia. > 250 mm:
  - Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
  - Install a new radome (Ref. 53-10-61, P. Block 401).

(c)GLASS FIBER radome (P/N A92320224200010, P/N A92320224200011, P/N A9232060600200).

1 If the damage on the outer or inner face of the radome has:
- a dia. ≤ 200 mm, immediate repair is authorized (for repair, refer to step corresponding to each damage area),
- a dia. > 200 mm, immediately send the radome to a repair station.
  - Immediately remove the radome (Ref. 53-10-61, P. Block 401) and send it to a repair station.
  - Install a new radome (Ref. 53-10-61, P. Block 401).

F. Close-up

(1)Close the radome (Ref. 53-10-61, P. Block 201).

(2)Make sure that the work area is clean and clear of tool(s) and other items.

(3)Remove the access platform.

(4)Remove warning notice from center pedestal.

(5)Remove safety clips and tags and close circuit breakers 7SQ1 and 7SQ2.

1. Radome-Cleaning/Painting

R
R A. Equipment and Materials

ITEM	DESIGNATION
R Referenced Procedures	
R - CMM/53-51-11	
R - CMM/53-51-21	

R A. Procedure
R (1)KEVLAR Radome (P/N A92320606)
R (Refer to CMM 53-51-11)
R (2)QUARTZ Radome (P/N A34032201)
R (Refer to CMM 53-51-21)
R

1. Radome Repair

A. Equipment and Materials

ITEM	DESIGNATION
A.	Adjustable Access Platform 4.5 m (14 ft. 9 in.)
B.	Polyurethane Adhesive Tape (Supplier 3M/Ref. 8672HS)
C.	Self-adhesive White or Grey Patch dia. 50 mm (Supplier ADHETEC/Ref. 5015BC or 5015GS)
D. Material No. 05-065	Erosion Protective Tape
E. Material No. 08-001	Bonding and Adhesive Compounds (Ref. 20-31-00)
F. Material No. 11-026D	Cleaning Agent
G. Material No. 11-583	Solvent
H. Material No. 19-003	Miscellaneous (Ref. 20-31-00)
I. No Specific	ADVAC03200
J. No Specific	RP13

B. Procedure

(1)Job Set-up

(a)Put an adjustable access platform in position at the zone 110.

(2)Temporary repair

(a)For all types of radome with Polyurethane Tape.

(Ref. Fig. 801)

WARNING : USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER SPECIAL MATERIALS ONLY WITH A GOOD FLOW OF AIR THROUGH THE WORK AREA. THESE MATERIALS ARE POISONOUS AND FLAMMABLE AND SKIN IRRITANTS.
OBEY THE MANUFACTURERS INSTRUCTIONS.
PUT ON PROTECTIVE CLOTHING.
DO NOT GET THEM IN YOUR MOUTH.
DO NOT SMOKE.
DO NOT BREATHE THE GAS.
GET MEDICAL HELP IF YOUR SKIN OR EYES BECOME IRRITATED.

1 Clean the damage area and remove the grease with a clean lint-free cloth (Material No. 19-003) soaked in solvent (Material No. 11-583).

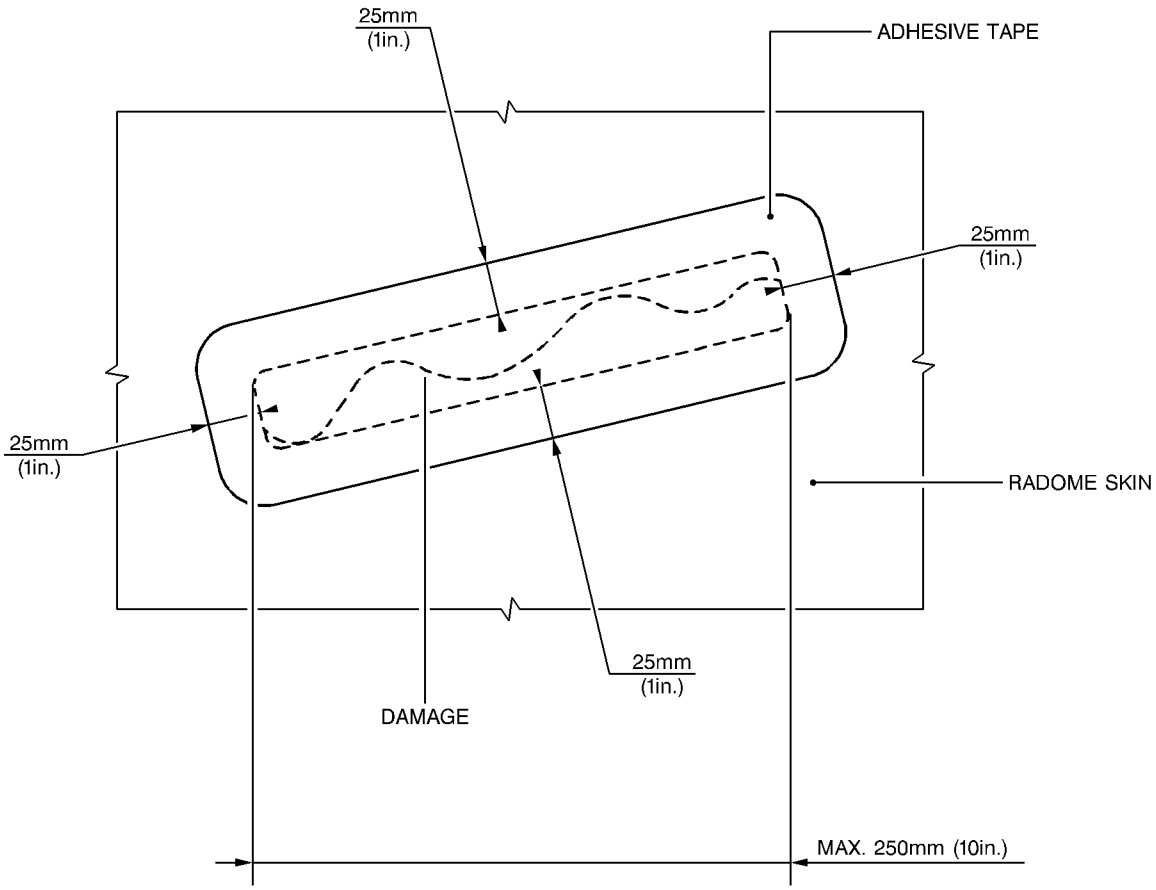
2 Apply erosion protective tape (Material No. 05-065) or polyurethane adhesive tape (Supplier 3M/Ref. 8672HS).

NOTE : The repair does not change the radio-electric, mechanical and erosion resistance performance.

NOTE : For QUARTZ radome only (P/N A3403220100000 and P/N F53132010000), the maximum damage diameter permitted for this temporary repair is250 mm (9.8425 in.). This damage must be permanently repaired for the subsequent A-check for gouge, nick and scratch damage and for the subsequent C-check for debonding of the skin.

(b)With White or grey Self-adhesive Patch

1 QUARTZ radome (P/N A3403220100000, P/N F53132010000).



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Temporary Repair of the Radome
Figure 801

R

WARNING : USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER SPECIAL MATERIALS ONLY WITH A GOOD FLOW OF AIR THROUGH THE WORK AREA.
THESE MATERIALS ARE POISONOUS AND FLAMMABLE AND SKIN IRRITANTS.
OBEY THE MANUFACTURERS INSTRUCTIONS.
PUT ON PROTECTIVE CLOTHING.
DO NOT GET THEM IN YOUR MOUTH.
DO NOT SMOKE.
DO NOT BREATHE THE GAS.
GET MEDICAL HELP IF YOUR SKIN OR EYES BECOME IRRITATED.

- Clean the damage area and remove the grease with a clean lint-free cloth soaked in solvent (Material No. 11-583).
- Apply a white or grey self-adhesive patch dia. 50 mm, (Supplier ADHETEC/Ref. 5015BC or 5015GS) to the repair area.

NOTE : The repair does not change the radio-electric, mechanical and erosion resistance performance.

NOTE : The maximum number of patches is 25 for a radome.
The minimum distance between each patch is 100 mm.
An overlap is permitted between the two patches.

(Ref. Fig. 802)

(3)Permanent repair

WARNING : USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER SPECIAL MATERIALS ONLY WITH A GOOD FLOW OF AIR THROUGH THE WORK AREA.
THESE MATERIALS ARE POISONOUS AND FLAMMABLE AND SKIN IRRITANTS.
OBEY THE MANUFACTURERS INSTRUCTIONS.
PUT ON PROTECTIVE CLOTHING.
DO NOT GET THEM IN YOUR MOUTH.
DO NOT SMOKE.
DO NOT BREATHE THE GAS.
GET MEDICAL HELP IF YOUR SKIN OR EYES BECOME IRRITATED.

NOTE : The resin injection permanent repair is only applicable on the disband skin/core or the core crushing damages.

(a)For QUARTZ radome only (P/N A3403220100000 and P/N F53132010000) with resin injection:

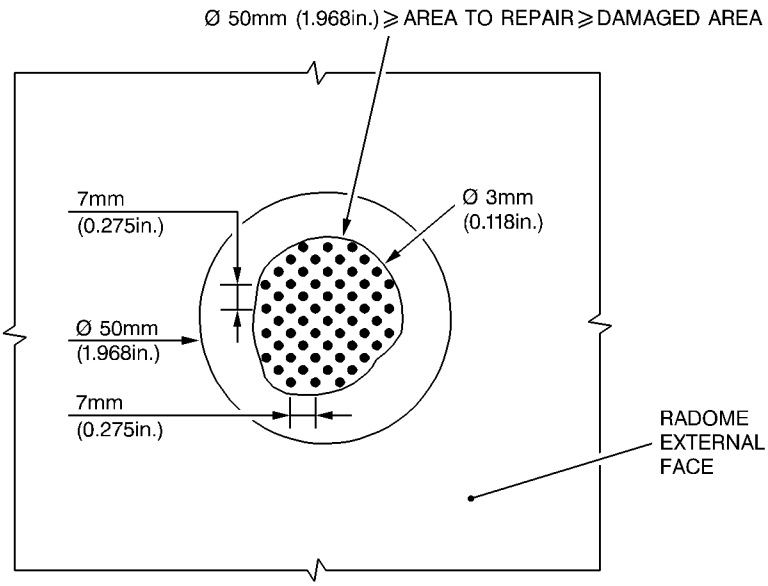
CAUTION : MAKE SURE THAT THE DISTANCE (X) BETWEEN TWO RESIN INJECTIONS IS MORE THAN THE WIDTH OF THE LARGER RESIN INJECTION:
X>MAX. DIA.
IF THE DISTANCE IS LESS THAN THIS VALUE, DO NOT DO A SECOND RESIN INJECTION BUT A PRE-PREG REPAIR THAT INCLUDES THE FIRST INJECTION. IF THE NUMBER OF EXISTING INJECTIONS IS THE MAXIMUM PERMITTED, THE NEW INJECTION (DIA.<50 MM) MUST INCLUDE THE PREVIOUS INJECTION IF POSSIBLE. IF IT CANNOT, YOU MUST DO A PRE-PREG REPAIR.

NOTE : The maximum number of resin injections is limited to 5 by radome.

NOTE : The maximum damage diameter permitted for this permanent repair is 50 mm (1.97 in.).

1 Make sure that the repair area is dry.

2 Rub a surface 20 mm (0.7874 in.) to 30 mm (1.1811 in.) larger than the



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Permanent Repair of the Radome
Figure 802

R

damaged area with Grade-80 abrasive paper, until you get to the anti-static paint. Then rub the applicable area with Grade-150, then Grade-240 abrasive paper, until you get to the green film.

3 Clean the damage area and remove the grease with a lint-free cotton cloth (Material No. 19-003) soaked with cleaning agents (Material No. 11-026D).

4 Drill dia. 3 mm (0.1181 in.) holes at 7 mm (0.2755 in.) pitch in the outer skin until you get to the honeycomb cells. Drill these holes on the full area that you rubbed.

NOTE : You must drill a skin thickness of approximately 1 mm (0.0393 in.).

5 Remove swarf and clean with cleaning agents (Material No. 11-026D). Carefully clean drilled holes.

6 Fill the syringe with bonding and adhesive compounds (Material No. 08-001), RP13 or ADVAC03200 and put it through the holes into the honeycomb until the resin overflows.

7 Remove the unwanted resin and rub the area.

8 For RP13 or ADVAC03200, the resin cure time is 45 minutes at ambient temperature and for ARALDITE AW106, the resin cure time is 24 hours at ambient temperature or 1 hour at 60 deg.C maximum.

C. Close-up

(1)Make sure that the work area is clean and clear of tool(s) and other items.

(2)Remove the access platform.

WING-TO-FUSELAGE FAIRINGS - REMOVAL/INSTALLATION

WARNING : CHECK THAT THE LANDING GEAR GROUND SAFETIES INCLUDING WHEEL CHOCKS ARE IN POSITION.
BEFORE APPLYING OR RELIEVING HYDRAULIC SYSTEM PRESSURE, MAKE CERTAIN THAT THE TRAVEL RANGES OF THE CONTROL SURFACES ARE CLEAR.
BEFORE PRESSURIZING HYDRAULIC SYSTEMS, CHECK THAT ALL CONTROLS ARE SET TO CORRESPOND WITH THE ACTUAL POSITION OF THE SERVICES THEY OPERATE. BEFORE PROCEEDING BEFORE PROCEEDING WITH MAINTENANCE WORK ON OR NEAR MECHANICAL FLIGHT CONTROLS OR PRIMARY FLIGHT CONTROL SURFACES, LANDING GEAR, ASSOCIATED DOORS OR ANY MOVING COMPONENT, MAKE CERTAIN THAT GROUND SAFETIES AND/OR WARNING NOTICES ARE IN CORRECT POSITION TO PREVENT INADVERTENT OPERATION OF CONTROLS.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 3.80 m (12.50 ft.)
B.	Crane
C.	Sling
D.	Torque Wrench, up to 4.0 m.daN (22.13 lbf.ft.)
E.	Blanking Plugs and Caps - Hydraulic Line
F.	Circuit Breaker Safety Clips
G.	Container - Hydraulic Fluid Spillage
H.	Corrosion-Resistant Steel Lockwire, 0.8 mm (0.032 in.) dia.
J.	Cotter Pins
K.	Cupwashers
L.	Tabwashers
M.	Warning Notices
N. Material No. 05-002	Special Materials (Ref. 20-31-00)
P. Material No. 05-005	Special Materials (Ref. 20-31-00)
Q. Material No. 09-004	Sealants (Ref. 20-31-00)
R. Material No. 09-013	Sealants (Ref. 20-31-00)
S. Material No. 11-004	Cleaning Agents (Ref. 20-31-00)

Referenced Procedures

- 12-12-29, P. Block 1	Hydraulics
- 20-28-11, P. Block 1	Electrical Bonding
- 27-50-00, P. Block 301	Flaps
- 27-80-00, P. Block 301	Lift Augmenting
- 27-81-00, P. Block 501	Mechanical and Electrical Controls (Slats)
- 29-10-00, P. Block 301	Main Hydraulic Power - Pressurization/ Depressurization
- 29-14-00, P. Block 301	Hydraulic Reservoir Pressurizing System
- 52-32-11, P. Block 501	AFT Cargo Compartment Door

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2. Procedure

A. Job Set-Up
(1)Position access platform.
(2)Make certain that flap and slat control lever is in first notch (slats, flaps and Krueger flaps fully retracted) (Ref. 27-50-00, P. Block 301 and 27-80-00, P. Block 301).
(3)Display warning notices in flight compartment prohibiting operation of flight controls.
(4)Display warning notice, prohibiting re-pressurization of hydraulic systems.
(5)Open, safety and tag the following circuit breakers:

PANEL	SERVICE	IDENT.	LOCATION
133VU	FLT CTL/FLAPS SYS 1 26VAC	1CV	335/R61
133VU	FLT CTL/SLATS 26VAC SYS 2	4CV	335/R64
133VU	FLT CTL/SLATS 26VAC SYS 1	3CV	335/R65
133VU	FLT CTL/SFCC LAND RECOVERY SUPPLY SLATS SYS 2	9CV	335/R66
133VU	FLT CTL/SFCC LAND RECOVERY SUPPLY FLAPS SYS 1	10CV	335/R67
133VU	FLT CTL/FLAPS SYS 2 26VAC	2CV	334/S62
133VU	FLT CTL/FLAPS AND SLATS POS ECAM	2CN	334/S65
133VU	FLT CTL/FLAPS AND SLATS POS IND	1CN	334/S66
133VU	FLT CTL/KRUGER	45CV	333/T61
133VU	FLT CTL/SFCC NORM SUPPLY SLATS SYS 1	7CV	333/T63
133VU	FLT CTL/SFCC NORM SUPPLY SLATS SYS 2	8CV	333/T64
133VU	FLT CTL/SFCC NORM SUPPLY FLAPS SYS 1	5CV	332/U61
133VU	FLT CTL/SFCC NORM SUPPLY FLAPS SYS 2	6CV	331/V61
133VU	SLATS/WTB2	14CV	336/D64
133VU	SLATS/WTB1	13CV	336/D65
133VU	FLAPS/WTB1	11CV	336/D66
133VU	FLAPS/WTB2	12CV	336/D67

(6)Depressurize green hydraulic reservoir (Ref. 29-14-00, P. Block 301).
R (7)Open access panels 513BL and 613BR.
(8)Remove access panels 513CL thru 513FL and 613CR thru 613FR.
(9)Remove access panels 513QL, 513RL, 613QR and 613RR.

B. Removal

(1)Remove forward wing-to-fuselage fairings from STA1976(FR36) thru STA2294(FR40) (Ref. Fig. 401).

(a)Remove lockwire from bolts (10).

(b)Remove bolts (10) and washers (9).

(c)Remove screws (5) and access panel (4).

(d)Remove screws (3), strips (2) and fairings (1, 6).

(2)Remove framework from STA2029(FR37) thru STA2294(FR40) (Ref. Fig. 402, 403, 404).

(a)Install sling.

1 Remove hoisting lug (30) and install in reverse position in framework (42).

2 Position crane and attach sling to hoisting lug (30).

3 Tension sling sufficiently to remove load from bolts.

(b)Remove bolts (70).

(c)Remove nuts (27), bolts (25), washers (26) and disconnect bonding straps (28).

(d)Remove hydraulic pipes (38).

1 Position container.

2 Remove bolts (40), washers (39) and clips (41).

3 Disconnect and remove hydraulic pipes (38) and install blanking caps and plugs to open ends of pipes (38) and connections.

(e)Support Krueger box.

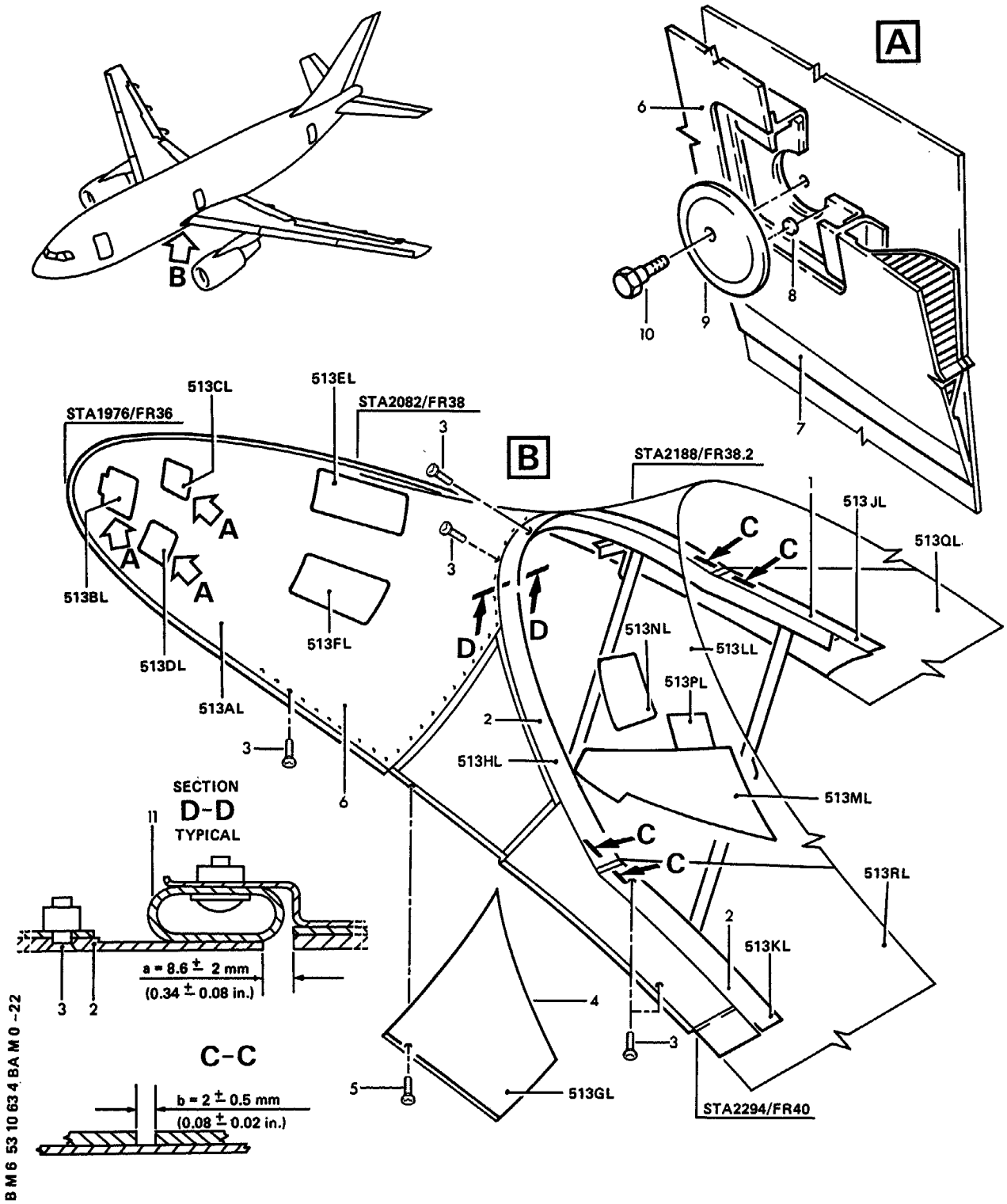
(f)Remove link rods (33) (Ref. 57-45-11, P. Block 401). Record location of link rods (33) for subsequent installation.

(g)Remove cotter pins (55, 61), nuts (56, 62), washers (57, 63), bolts (59, 65), bushes (58, 64) and tie-rods (60). Record location of tie-rods (60) for subsequent installation.

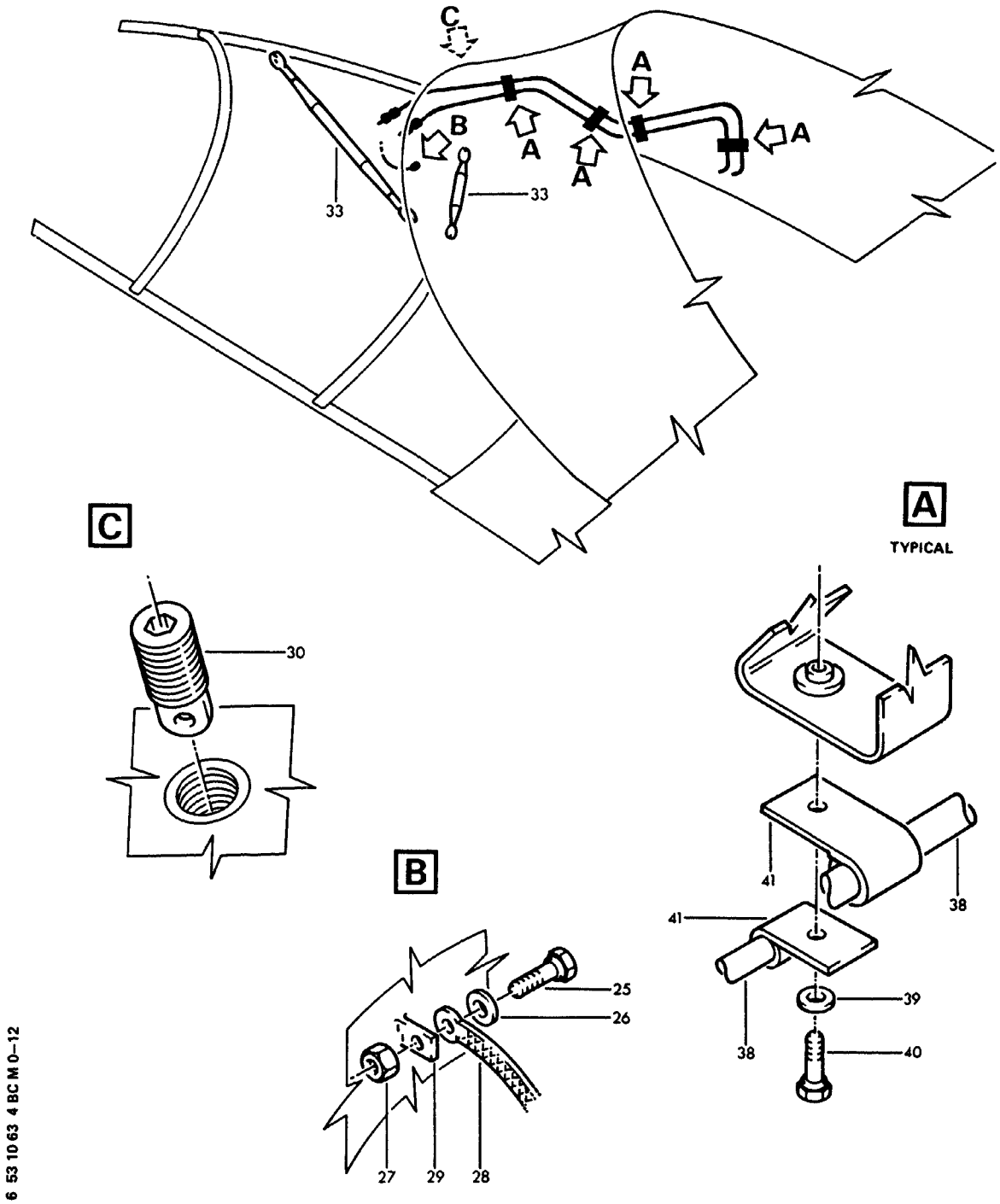
(h)Remove framework (42) and sling.

(3)Remove aft wing-to-fuselage fairings from STA2294(FR40) thru STA3408(FR63) (Ref. Fig. 406, 405, 407).

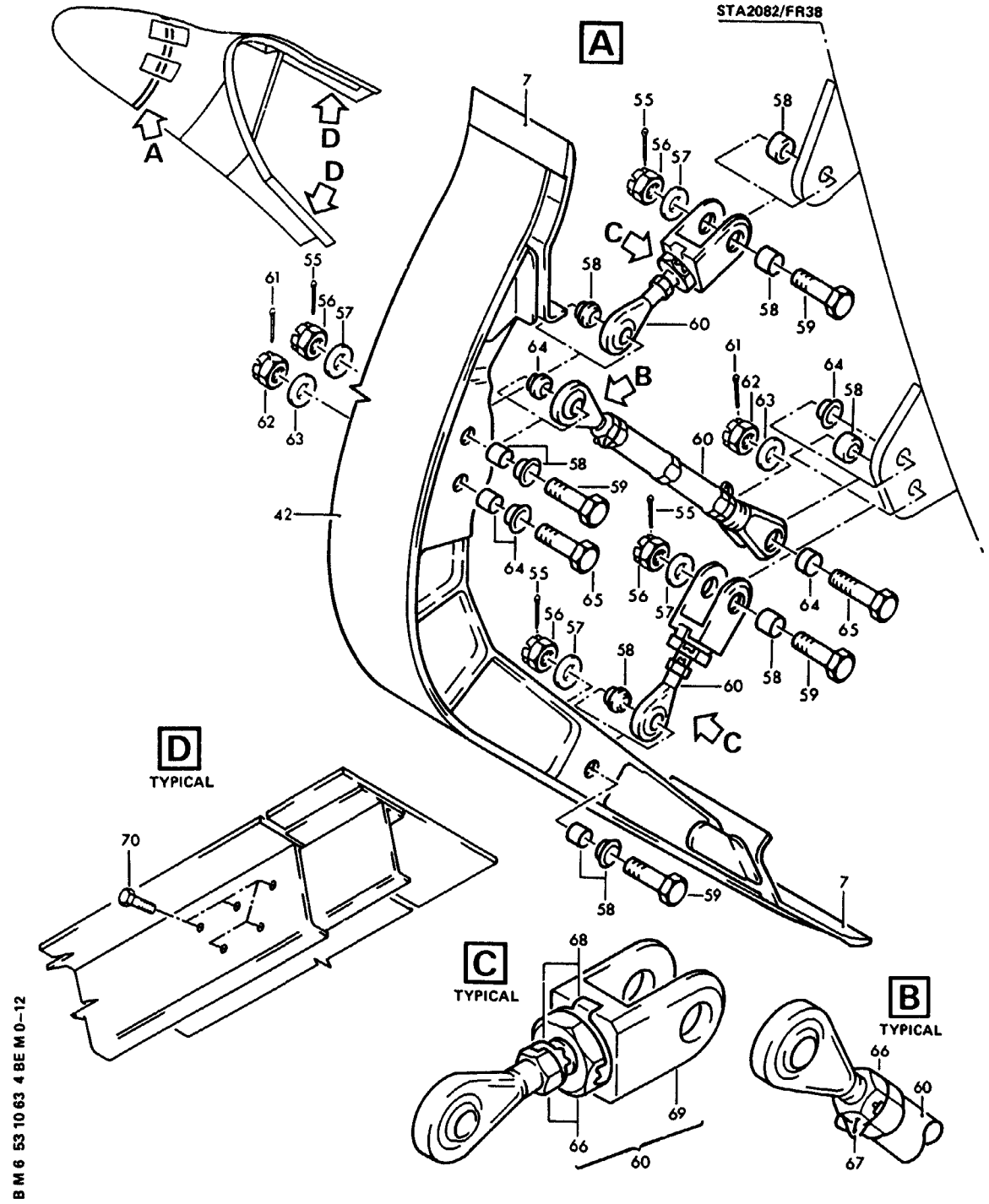
(a)Remove screws (87), cupwashers (89) and fairings (85, 90, 91, 95).



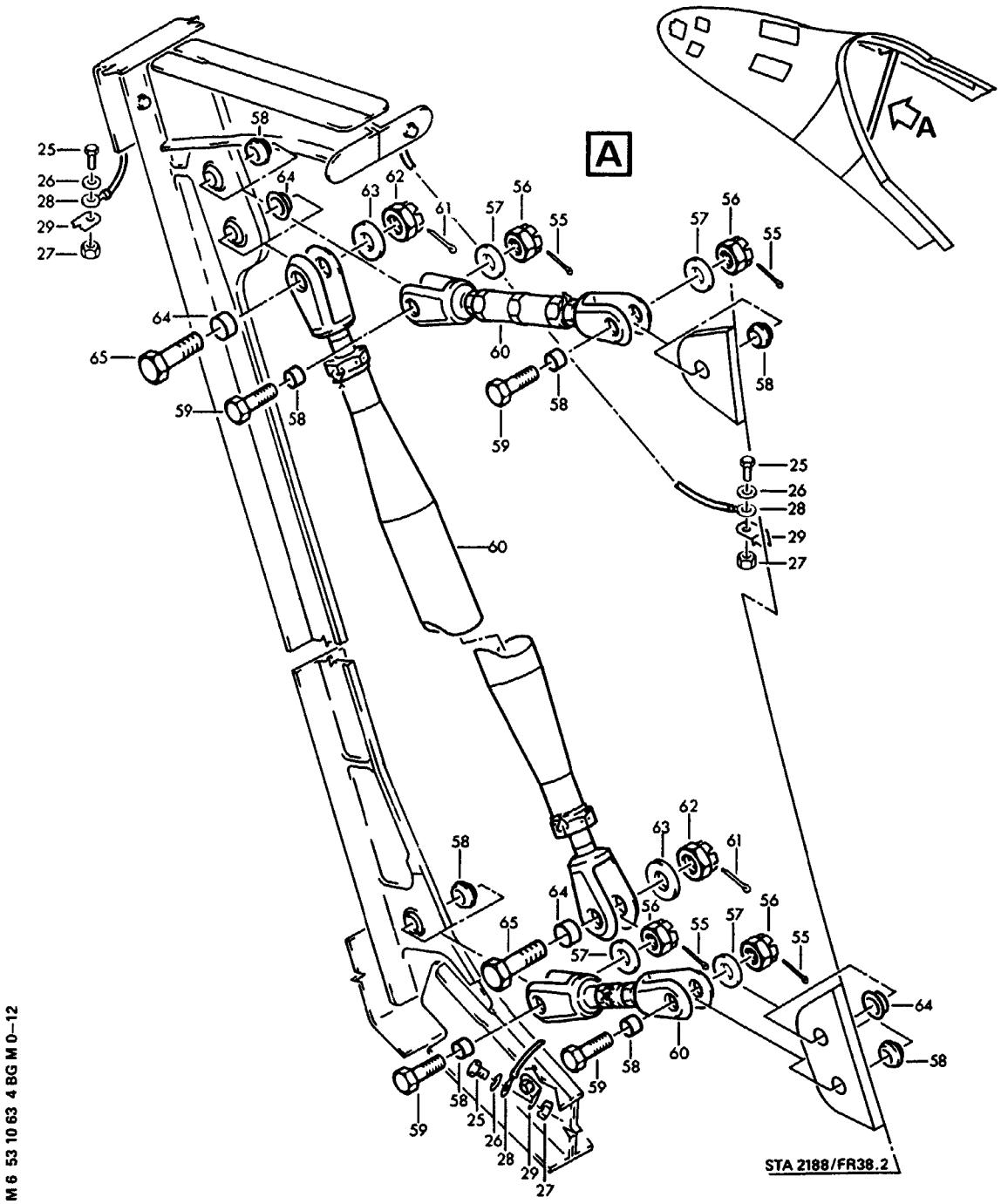
Forward Wing-to-Fuselage Fairing
Figure 401



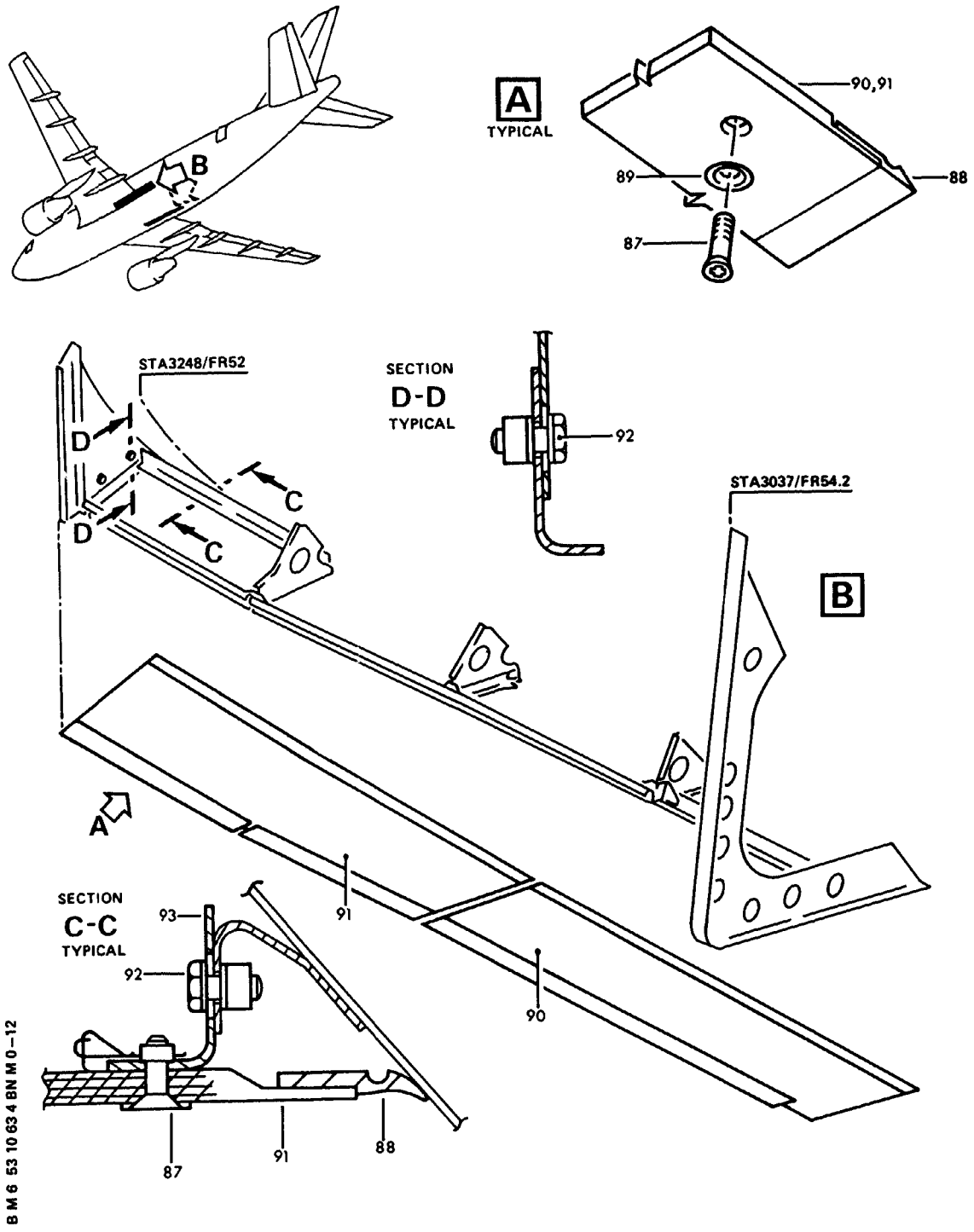
Krueger Box Hydraulic Installation
Figure 402



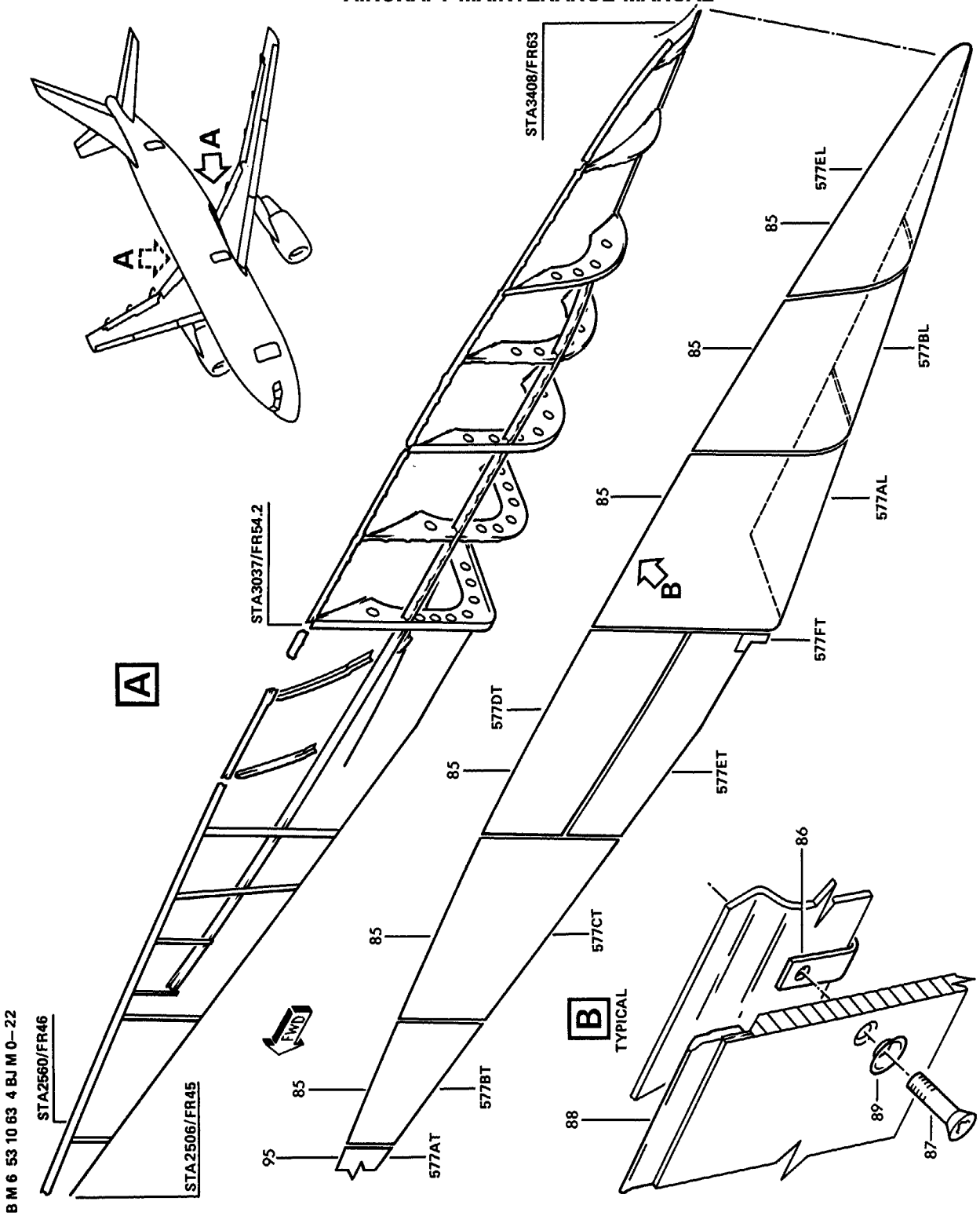
Tie-Rods at STA2082 (FR38)
Figure 403



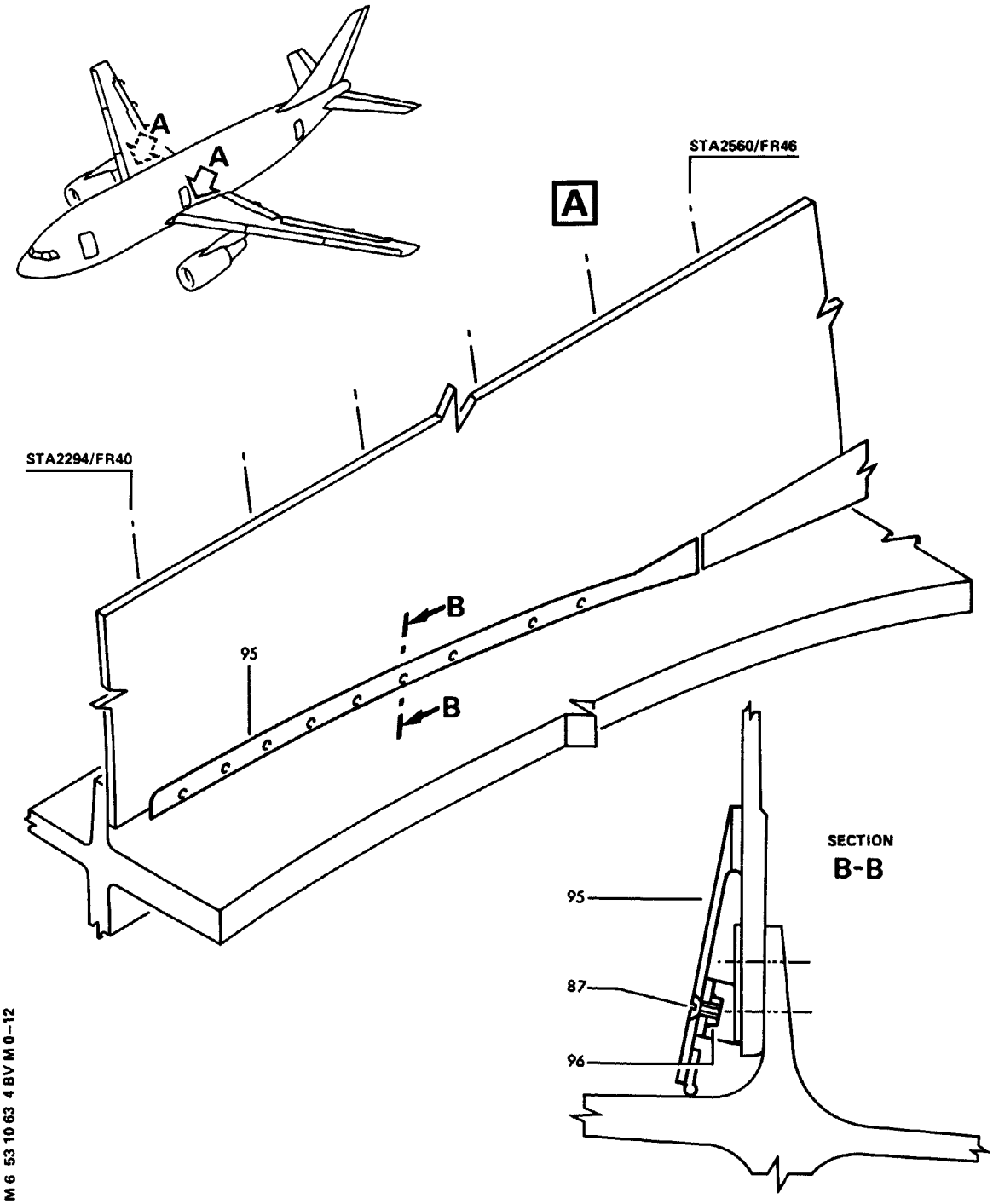
Tie-Rods at STA2188(FR38.2)
Figure 404



Lower Fairings
Figure 405



Aft Wing-to-Fuselage Fairings
Figure 406

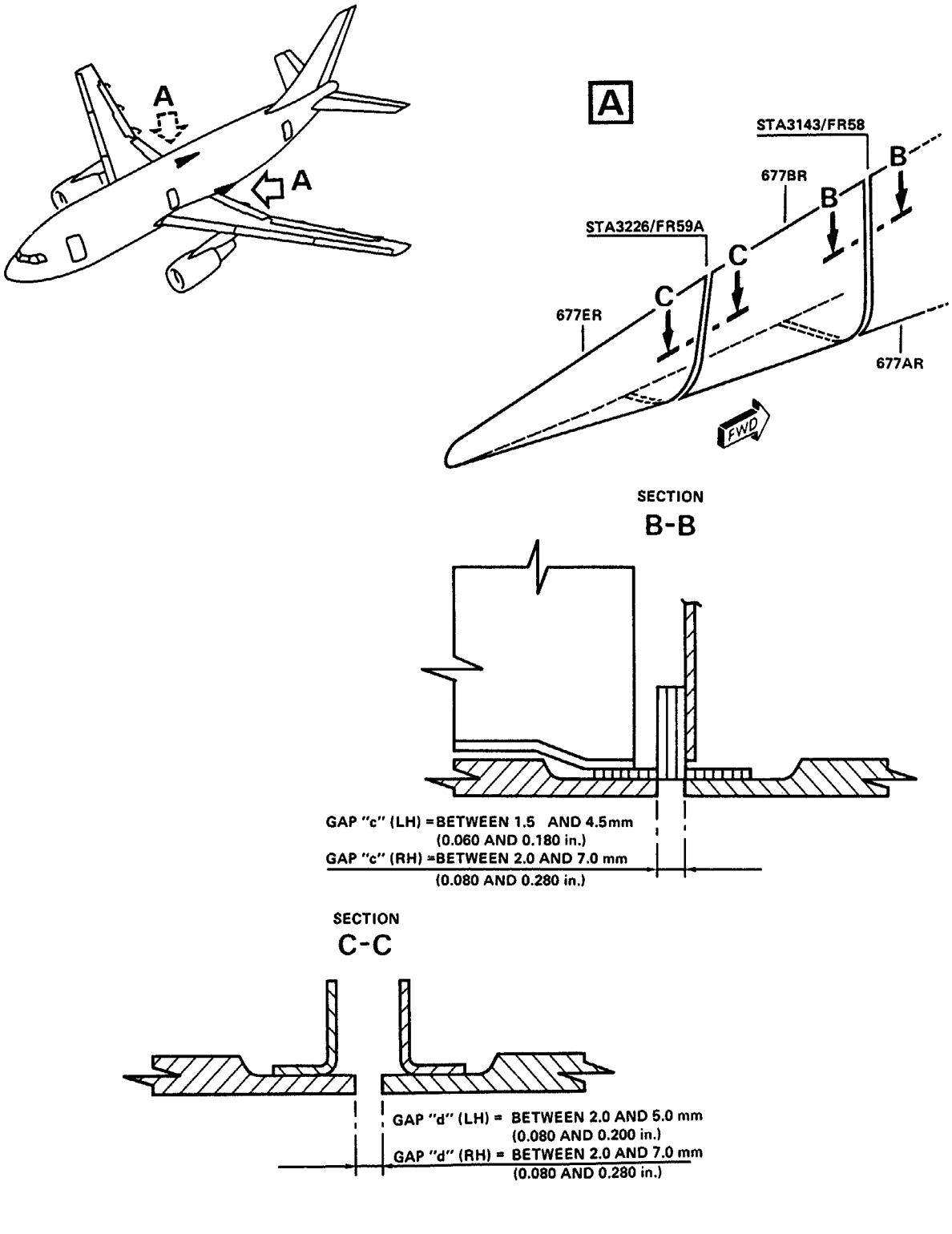


Wing-to-Fuselage Fillet Fairing
Figure 407

C. Preparation for Installation (Ref. Fig. 401, 403, 406)
(1)Clean all items with cleaning agent (Mat. No. 11-004).
(2)Check seals (7, 11, 88) for good condition and renew if necessary.
(3)Check clipnuts (86) and anchor nuts (96) for security of attachment and renew if necessary.

D. Installation
(1)Install framework STA2029(FR37) thru STA2294(FR40) (Ref. Fig. 402, 403, 406).
(a)Position crane and attach sling to hoisting lug (30).
(b)Position framework (42).
(c)Apply sealant (Mat. No. 09-013) to bolts (59, 65, 70).
(d)Install bushes (58, 64).
(e)Position tie-rods (60) as previously recorded.
(f)Install bolts (59, 65), washers (57, 63) and nuts (56, 62).
(g)TORQUE nuts (62) to between 2.6 and 3.0 m.daN (19.18 and 22.13 lbf.ft.) and safety with cotter pins (61).
(h)TORQUE nuts (56) to between 1.2 and 1.35 m.daN (8.85 and 9.96 lbf.ft.) and safety with cotter pins (55).
(j)Install bolts (70).
(k)Install link rods (33) as previously recorded (Ref. 57-45-11, P. Block 401).
(l)Install hydraulic pipes (38).
1 Remove blanking caps and plugs.
2 Install and connect hydraulic pipes (38).
3 Install clips (41), washers (39) and bolts (40).
4 Check hydraulic fluid level in green hydraulic reservoir (Ref. 12-12-29, P. Block 1).
(m)Connect bonding straps (28) to brackets (29) with bolts (25), washers (26) and nuts (27). For electrical bonding refer to 20-28-11, P. Block 1.
(n)Remove sling.
(p)Remove container.
(q)Remove hoisting lug (30) and degrease with cleaning agent (Mat. No. 11-004) (Ref. Fig. 402).
(r)Apply corrosion-preventive paste (Mat. No. 05-002) to hoisting lug (30) and install in reverse position in framework (42).

(2)Install forward wing-to-fuselage fairings from STA1976(FR36) thru STA2294(FR40) (Ref. Fig. 401).
(a)Position fairings (1, 6) for installation.
(b)Apply sealant (Mat. No. 09-013) to screws (3, 5, 10).
(c)Position strips (2) and install screws (3).
(d)Position access cover (4) and install screws (5).
(e)Install bolts (10) and washers (9).
NOTE : Make certain that spigots (8) on washers (9) are correctly aligned.
(f)Check that seals (7) are in firm contact with fuselage and adjust tie-rods (60) as required, refer to Para. 2. D. (4).
(g)TORQUE bolts (10) to between 0.7 and 0.8 m.daN (5.16 and 5.90 lbf.ft.) and safety bolts (10) with lockwire.
(h)Check that gap 'a' is between 6.60 and 10.60 mm (0.26 and 0.42 in.).
(j)Check that gaps 'b' are between 1.50 and 2.50 mm (0.06 and 0.10 in.).
(3)Install aft wing-to-fuselage fairings from STA2294(FR40) thru STA3408(FR63) (Ref. Fig. 406, 405, 408) (Ref. Fig. 407).
(a)Apply sealant (Mat. No. 09-013) to screws (87).
(b)Position fairings (85, 90, 91, 95).
(c)Install cupwashers (89) and screws (87).
(d)Measure the following gaps:
1 Gap 'c' (LH) is between 1.50 and 4.50 mm (0.060 and 0.180 in.).
2 Gap 'c' (RH) is between 2.00 and 7.00 mm (0.080 and 0.280 in.).
3 Gap 'd' (LH) is between 2.00 and 5.00 mm (0.080 and 0.200 in.).
4 Gap 'd' (RH) is between 2.00 and 7.00 mm (0.080 and 0.280 in.).
(e)Should stated limits be exceeded, fairing must be reworked or replaced.
(f)Check misalignment at STA3226(FR59A) RH (Ref. Fig. 409).
Should stated limits be exceeded, adjust AFT cargo compartment door (Ref. 52-32-11, P. Block 501).
(g)Check that misalignment (except at STA3226(FR59A) RH between fairings (85, 90, 91); fairings (90, 91) and wing; is not more than 1.50 mm (0.060 in.).
Should misalignment on fairings (90, 91) be exceeded, adjust as follows:
1 Remove fairings (90, 91) (Ref. Para. B.(3)).
2 Loosen bolts (92).
3 Adjust angle (93) as required.
4 Tighten bolts (92).
5 Install fairings (90, 91) (Ref. Para D.(3)).



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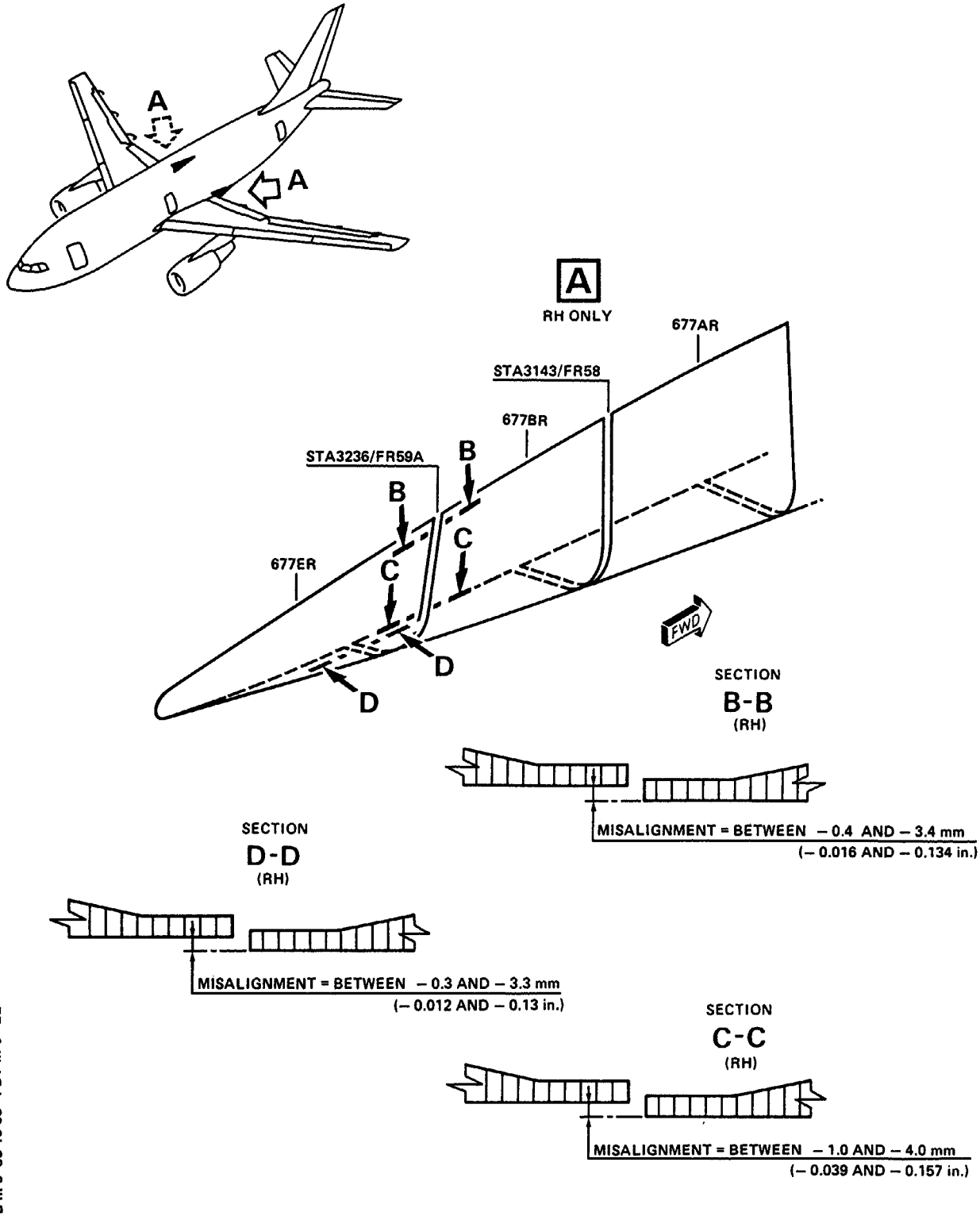
Gaps - Aft Wing-to-Fuselage Fairings
Figure 408



Misalignment - Aft Wing-to-Fuselage Fairings
Figure 409

(4)Adjustment of tie-rods (60) (Ref. Fig. 403, 404)

** ON TIE-RODS WITH LOCKNUTS SAFETIED BY TABWASHERS

(a)Remove tie-rods (60), refer to Para. 2. B.
(b)Release tabwashers (68) and locknuts (66).
(c)Remove eye-ends or fork-ends (69).
(d)Remove and discard tabwashers (68).
(e)Install new tabwashers (68).
(f)Install eye-ends or fork-ends (69).
(g)Install tie-rods (60), refer to Para. 2. D.
(h)Adjust tie-rods (60) as required.
(j)Tighten locknuts (66) and safety with tabwashers (68).

** ON TIE-RODS WITH LOCKNUTS SAFETIED BY LOCKWIRE

(a)Remove lockwire (67) from locknuts (66).
(b)Release locknuts (66) and adjust tie-rods (60) as required.
(c)Tighten locknuts (66) and safety with lockwire (67).

E. Test

WARNING : MAKE CERTAIN THAT CONTROL SURFACE TRAVEL RANGES ARE CLEAR.

(1)Make certain that travel ranges of inner flaps, Krueger flaps and slats are clear of tools and miscellaneous items of equipment.
(2)Remove safety clips, tags and close those circuit breakers opened in Para. 2. A. (5).
(3)Pressurize green hydraulic reservoir (Ref. 29-14-00, P. Block 301).
(4)Connect hydraulic ground power cart and pressurize hydraulic systems (Ref. 29-10-00, P. Block 301).
(5)Remove warning notices.
(6)Check for leakage at hydraulic pipes (38) (Ref. Fig. 402).
(7)Carry out functional test of Krueger flaps (Ref. 27-81-00, P. Block 501).

F. Close-Up

(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Apply corrosion-preventive compound (Mat. No. 05-005) to all unpainted cadmium plated steel parts.
(3)Close access panels 513BL and 613BR.
(4)Install access panels 513CL thru 513FL and 613CR thru 613FR.
(5)Install access panels 513QL, 513RL, 613QR and 613RR.
(6)Fill all existing steps with sealant (Mat. No. 09-004).
(7)Depressurize hydraulic systems and disconnect hydraulic ground power cart (Ref. 29-10-00, P. Block 301).
(8)Remove access platform.

1. Reasons for the Job

A. Removal of vertical stabilizer.

B. Access to HF antenna and HF antenna feeder.

C. Removal of vertical stabilizer leading edge.

R **ON A/C 001-005, 102-200,

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 8 m (26 ft.)
B.	Crane, 11 m (36 ft.)
C. 98A55307580000	Sling - Fin, Dorsal
D.	Torque Wrench up to 0.3 m.daN (26.6 lbf. in.)
E.	Nonmetallic Scraper
F. Material No. 05-002	Special Materials (Ref. 20-31-00)
G. Material No. 05-013	Special Materials (Ref. 20-31-00)
H. Material No. 05-027	Special Materials (Ref. 20-31-00)
J. Material No. 05-052	Special Materials (Ref. 20-31-00)
K. Material No. 09-016	Sealants (Ref. 20-31-00)
L. Material No. 11-004	Cleaning Agents (Ref. 20-31-00)

Referenced Procedures

- 11-20-00, P. Block 1	Exterior Placards and Markings
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 53-10-69, P. Block 401	Vertical Stabilizer Side Fairings

3. Procedure

A. Job Set-Up
(1)Position access platform.

R **ON A/C 006-101,

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 8 m (26 ft.)
B.	Crane, 11 m (36 ft.)
C. 98A55307580001	Sling - Fin, Dorsal
D.	Torque Wrench up to 0.3 m.daN (26.6 lbf. in.)

ITEM	DESIGNATION
E.	Nonmetallic Scraper
F. Material No. 05-002	Special Materials (Ref. 20-31-00)
G. Material No. 05-013	Special Materials (Ref. 20-31-00)
H. Material No. 05-027	Special Materials (Ref. 20-31-00)
J. Material No. 05-052	Special Materials (Ref. 20-31-00)
K. Material No. 09-016	Sealants (Ref. 20-31-00)
L. Material No. 11-004	Cleaning Agents (Ref. 20-31-00)
Referenced Procedures	
- 11-20-00, P. Block 1	Exterior Placards and Markings
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 53-10-69, P. Block 401	Vertical Stabilizer Side Fairings

3. Procedure

A. Job Set-Up
(1)Position access platform.

R **ON A/C 001-005, 102-200,

B. Removal (Ref. Fig. 401)

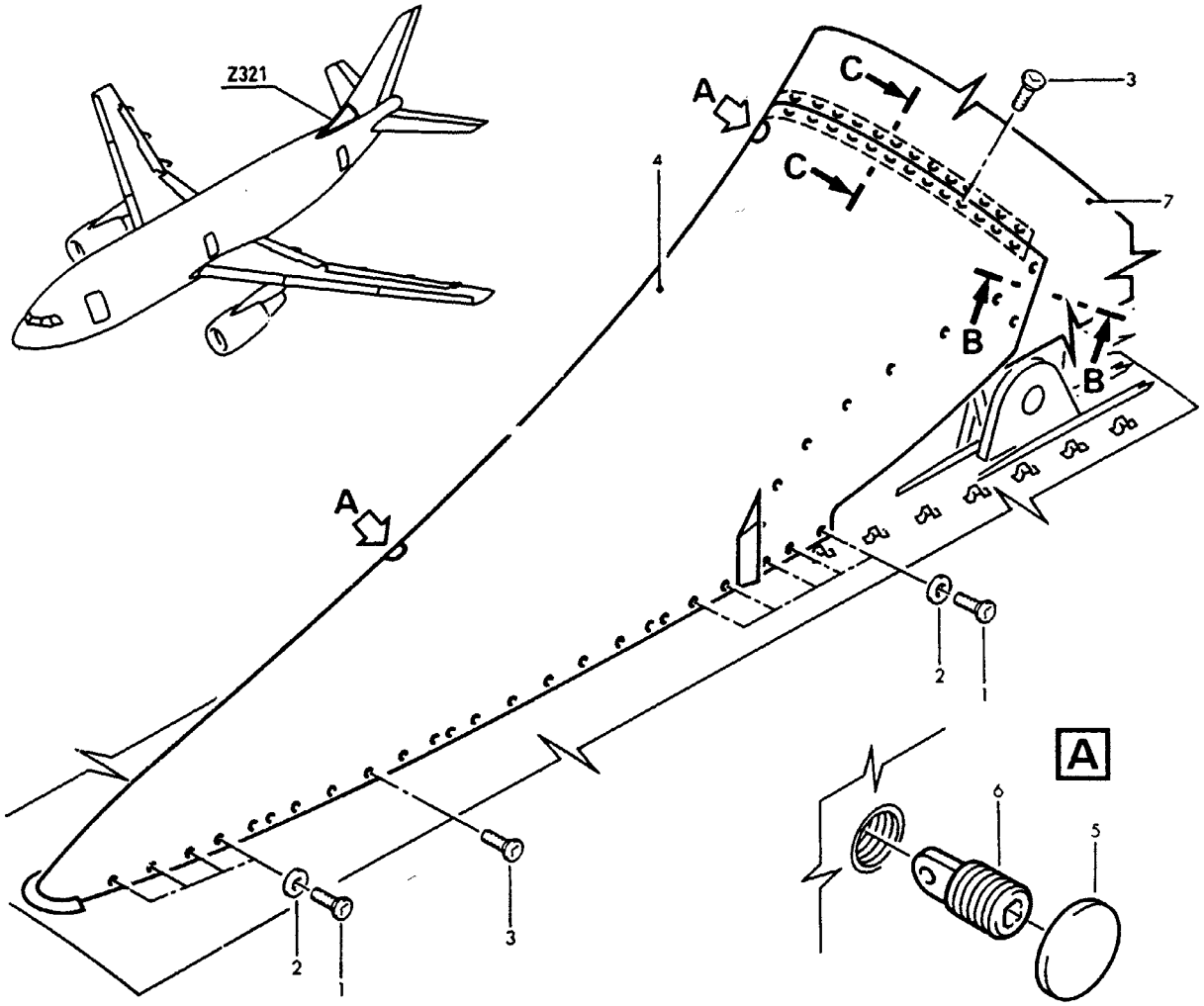
R **ON A/C 006-101,

B. Removal (Ref. Fig. 402)

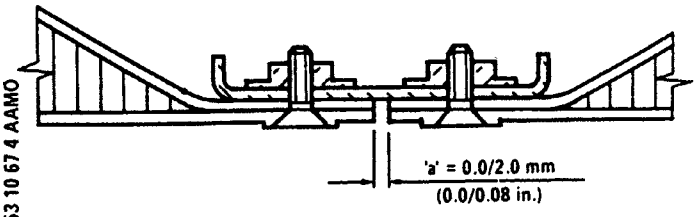
R **ON A/C 001-005, 102-200,

(1)Remove self-adhesive discs (5) covering hoisting points.
(2)Remove hoisting lugs (6) and install in reverse position.
(3)Remove forward side fairings (Ref. 53-10-69, P. Block 401).
(4)Remove screws (1, 3) and washers (2).
(5)Position crane and attach hoisting sling P/N 98A55307580000 to hoisting lugs (6).
(6)Lower dorsal fin (4) onto a suitable support.
(7)Remove sling.

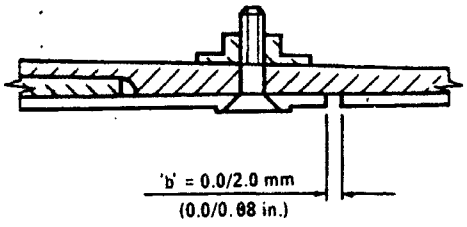
C. Preparation for Installation
(1)Remove damaged sealant from vertical stabilizer leading edge and dorsal fin (4), using nonmetallic scraper and cleaning agent (Mat. No. 11-004).
(2)Check coating of moisture-removing oil (Mat. No. 05-027) for good condition in the following areas and renew if necessary (Ref. 51-75-10, P. Block 801):
(a)All surfaces and structure of vertical stabilizer covered by dorsal fin (4).
(b)Surface of fuselage outer skin covered by dorsal fin (4).



SECTION
C-C



SECTION
B-B



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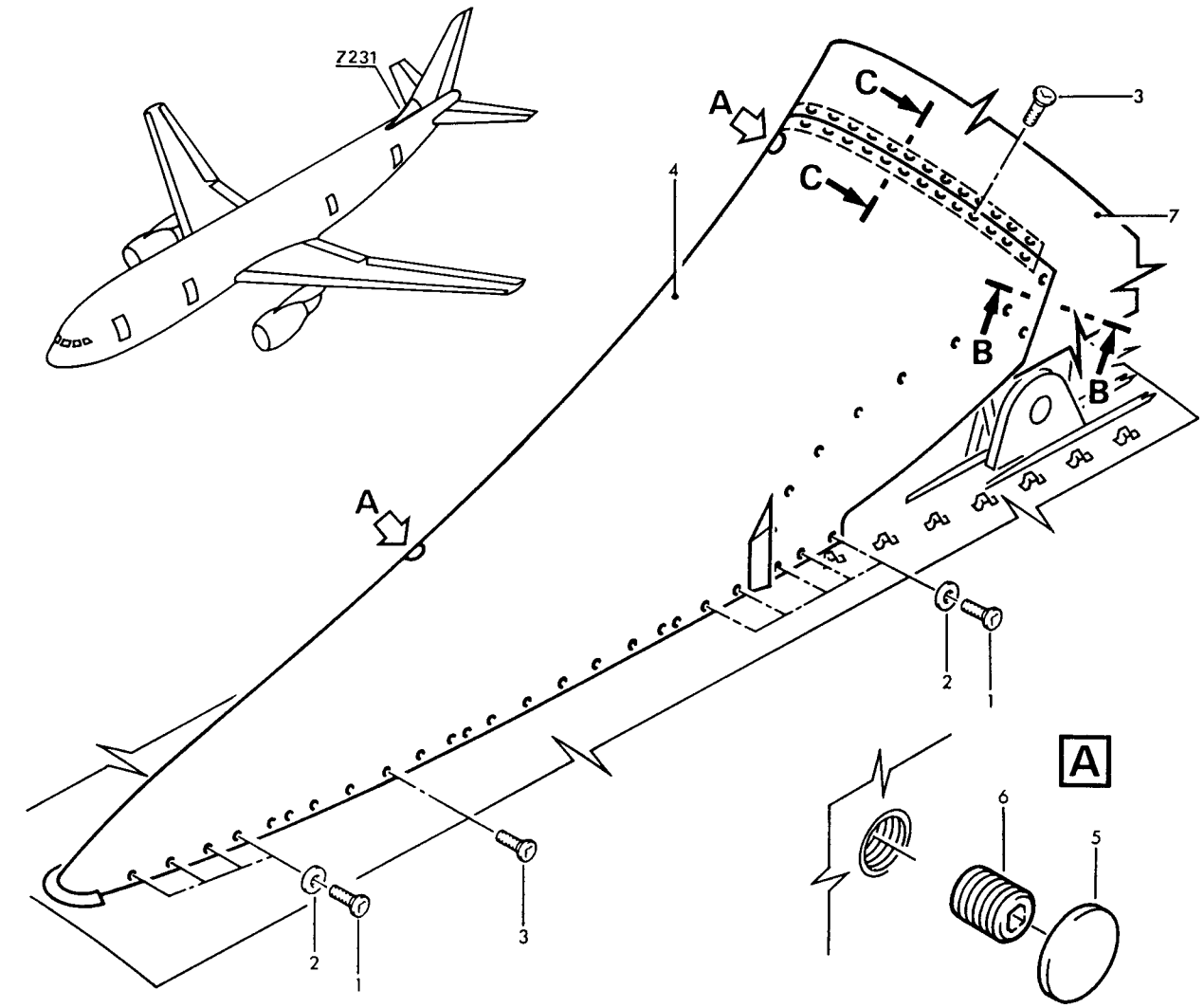
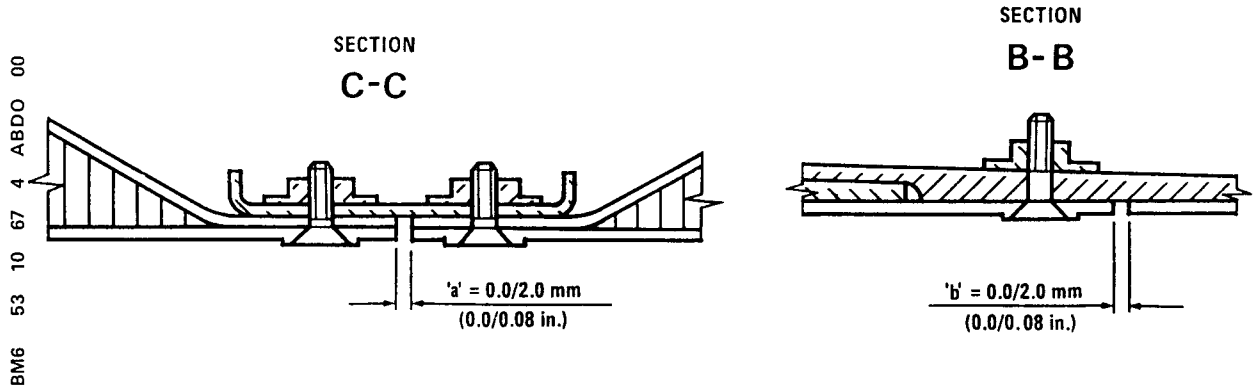
Dorsal Fin
Figure 401





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Dorsal Fin
Figure 402

(c)Metal protective screen between vertical stabilizer leading edge and dorsal fin (4).

R **ON A/C 006-101,

(1)Remove self-adhesive discs (5) covering hoisting points.
(2)Remove screwed plastic plugs (6).
(3)Remove forward side fairings (Ref. 53-10-69, P. Block 401).
(4)Remove screws (1, 3) and washers (2).
(5)Position crane and attach hoisting sling P/N 98A55307580001 to hoisting points.
(6)Lower dorsal fin (4) onto a suitable support.
(7)Remove sling.

C. Preparation for Installation
(1)Remove damaged sealant from vertical stabilizer leading edge and dorsal fin (4), using nonmetallic scraper and cleaning agent (Mat. No. 11-004).
(2)Check coating of moisture-removing oil (Mat. No. 05-027) for good condition in the following areas and renew if necessary (Ref. 51-75-10, P. Block 801):
(a)All surfaces and structure of vertical stabilizer covered by dorsal fin (4).
(b)Surface of fuselage outer skin covered by dorsal fin (4).
(c)Metal protective screen between vertical stabilizer leading edge and dorsal fin (4).

R **ON A/C 001-005, 102-200,

D. Installation (Ref. Fig. 401)

R **ON A/C 006-101,

D. Installation (Ref. Fig. 402)

R **ON A/C 001-005, 102-200,

(1)Position crane and attach hoisting sling P/N 98A55307580000 to hoisting lugs (6).
(2)Apply corrosion-preventive paste (Mat. No. 05-002) to screws (1, 3).
(3)Position dorsal fin (4) and install screws (1, 3) and washers (2).
(4)TORQUE screws (1, 3) to between 0.15 to 0.20 m.daN (13.3 to 17.8 lbf. in.).
(5)Check that gaps 'a' and 'b' between vertical stabilizer leading edge and dorsal fin (4) do not exceed 2.0 mm (0.08 in.).
(a)Should stated limit be exceeded, dorsal fin (4) and/or vertical stabilizer leading edge must be replaced.
(6)Remove sling.
(7)Remove hoisting lugs (6) and degrease with cleaning agent (Mat. No. 11-004).
(8)Apply corrosion-preventive paste (Mat. No. 05-002) to hoisting lugs (6) and install in reverse position in dorsal fin (4) flush with surface.
(9)Install self-adhesive discs (5) (Mat. No. 05-052) over hoisting points (Ref. 11-20-00, P. Block 1).
(10)Apply separator agent (Mat. No. 05-013) to gap between dorsal fin (4) and vertical stabilizer leading edge (7).
(11)Apply sealant (Mat. No. 09-016) to gap between dorsal fin (4) and vertical stabilizer leading edge (7) (Ref. 51-76-10, P. Block 801).
(12)Install forward side fairings (Ref. 53-10-69, P. Block 401).

E. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Remove crane.
(3)Remove access platform.

R **ON A/C 006-101,

(1)Position crane and attach hoisting sling P/N 98A55307580001 to hoisting points.
(2)Apply corrosion-preventive paste (Mat. No. 05-002) to screws (1, 3).
(3)Position dorsal fin (4) and install screws (1, 3) and washers (2).
(4)TORQUE screws (1, 3) to between 0.15 to 0.20 m.daN (13.3 to 17.8 lbf. in.).
(5)Check that gaps 'a' and 'b' between vertical stabilizer leading edge and

dorsal fin (4) do not exceed 2.0 mm (0.08 in.).
(a)Should stated limit be exceeded, dorsal fin (4) and/or vertical stabilizer leading edge must be replaced.
(6)Remove sling.
(7)Install screwed plastic plugs (6) in dorsal fin (4) flush with surface.
(8)Install self-adhesive discs (5) (Mat. No. 05-052) over hoisting points (Ref. 11-20-00, P. Block 1).
(9)Apply separator agent (Mat. No. 05-013) to gap between dorsal fin (4) and vertical stabilizer leading edge (7).
(10)Apply sealant (Mat. No. 09-016) to gap between dorsal fin (4) and vertical stabilizer leading edge (7) (Ref. 51-76-10, P. Block 801).
(11)Install forward side fairings (Ref. 53-10-69, P. Block 401).

E. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Remove crane.
(3)Remove access platform.

VERTICAL STABILIZER SIDE FAIRINGS - REMOVAL/INSTALLATION

WARNING : STANDARD WARNINGS MUST BE OBSERVED BEFORE WORKING ON OR NEAR THE HORIZONTAL AND VERTICAL STABILIZERS (Ref. 55-00-00m P. Block 301).

1. Reasons for the Job

A. Removal of vertical stabilizer.

B. Removal of dorsal fin.

2. Equipment and Materials

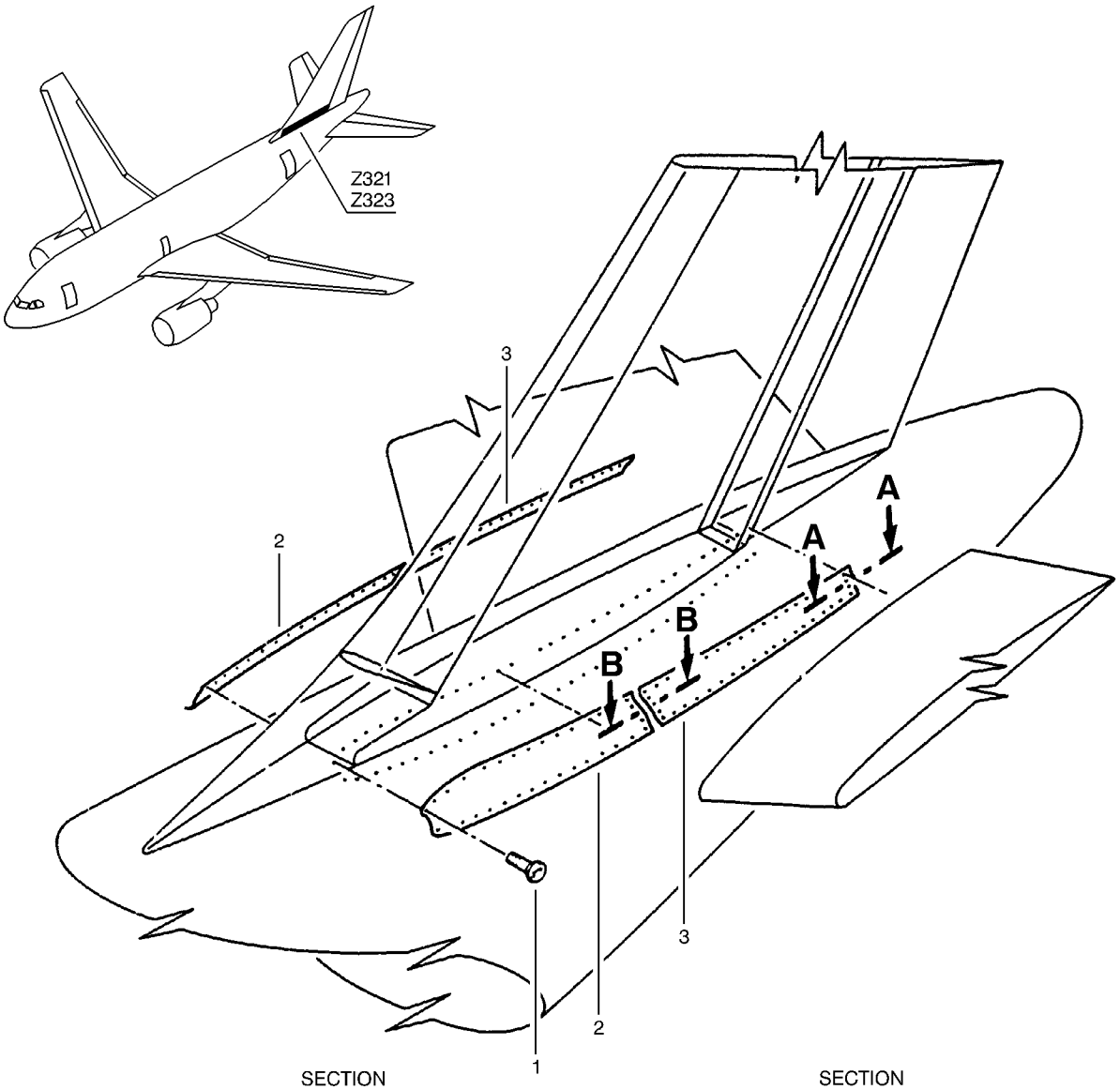
ITEM	DESIGNATION
A.	Access Platform, 8 m (26 ft.)
B. Material No. 05-002	Special Materials (Ref. 20-31-00)
C. Material No. 05-027	Special Materials (Ref. 20-31-00)
D. Material No. 05-013	Special Materials (Ref. 20-31-00)
E. Material No. 09-016	Sealants (Ref. 20-31-00)
F. Material No. 11-004	Cleaning Agents (Ref. 20-31-00)
Referenced Procedures	
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 55-00-00, P. Block 301	Stabilizers - Standard Warnings and Procedures

3. Procedure

A. Job Set-Up
(1)Make horizontal and vertical stabilizers safe (Ref. 55-00-00, P. Block 301).
(2)Position access platform.

B. Removal (Ref. Fig. 401)
(1)Remove screws (1) and forward access fairings (2).
(2)Remove screws (1) and aft access fairings (3).

R C. Preparation for Installation (Ref. Fig. 401)
(1)Remove damaged sealant using nonmetallic scraper and cleaning agent (Mat. No. 11-004), from fairings (2, 3) and access panels 325AL and 325AR.
(2)Check coating of moisture-removing oil (Mat. No. 05-027) on all surfaces and structure of vertical stabilizer and fuselage outer skin covered by access fairings (2, 3) for good condition and renew if necessary (Ref. 51-75-10, P. Block 801).



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Vertical Stabilizer Side Fairings
Figure 401

R

D. Installation (Ref. Fig. 401)
(1)Apply corrosion-preventive paste (Mat. No. 05-002) to screws (1).
(2)Position aft access fairing (3), install screws (1) and TORQUE to between 0.15 to 0.20 m.daN (13.3 to 17.8 lbf. in.).
(3)Position forward access fairing (2), install screws (1) and TORQUE to between 0.15 to 0.20 m.daN (13.3 to 17.8 lbf. in.).
(4)Check that gap 'b' between forward fairing (2) and aft fairing (3) does not exceed 1 mm (0.04 in.).
(a)Should stated limit be exceeded, forward and/or aft fairing must be replaced.
(5)Check that gap 'a' between aft fairing (3) and access panels 325AL and
R 325AR is in the dimension of 1.5 mm ±1.0 (0.06 in ±0.04)
R (Ref. No. 55-33-00, P. Block 1).
(a)Should stated limit be exceeded, aft fairing (3) must be replaced.
(6)Apply separator agent (Mat. No. 05-013) to gaps between forward and aft fairings and between aft fairings and access panels 325AL and 325AR.
(7)Apply sealant (Mat. No. 09-016) to gaps between forward and aft fairings and to gaps between aft fairings and access panels 325AL and 325AR (Ref. 51-76-10, P. Block 801).

E. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Remove access platform.
(3)Remove warning notices displayed in cockpit (Ref. 55-00-00, P. Block 301).

RUDDER FAIRINGS - REMOVAL/INSTALLATION

WARNING : STANDARD WARNINGS MUST BE OBSERVED BEFORE WORKING ON OR NEAR THE HORIZONTAL AND VERTICAL STABILIZERS (REF. 55-00-00, P. BLOCK 301).

1. Reasons for the Job

A. Inspection of Panelling

B. Replacement of Rudder

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 8 m (26 ft.)
B.	Strips
C. Material No. 05-027	Special Materials (Ref. 20-31-00)
D. Material No. 08-007	Bonding and Adhesive Compounds (Ref. 20-31-00)
Referenced Procedures	
- 29-10-00, P. Block 301	Main Hydraulic Power - Pressurization/ Depressurization
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 55-00-00, P. Block 301	Stabilizers - Standard Warnings and Procedures

3. Procedure

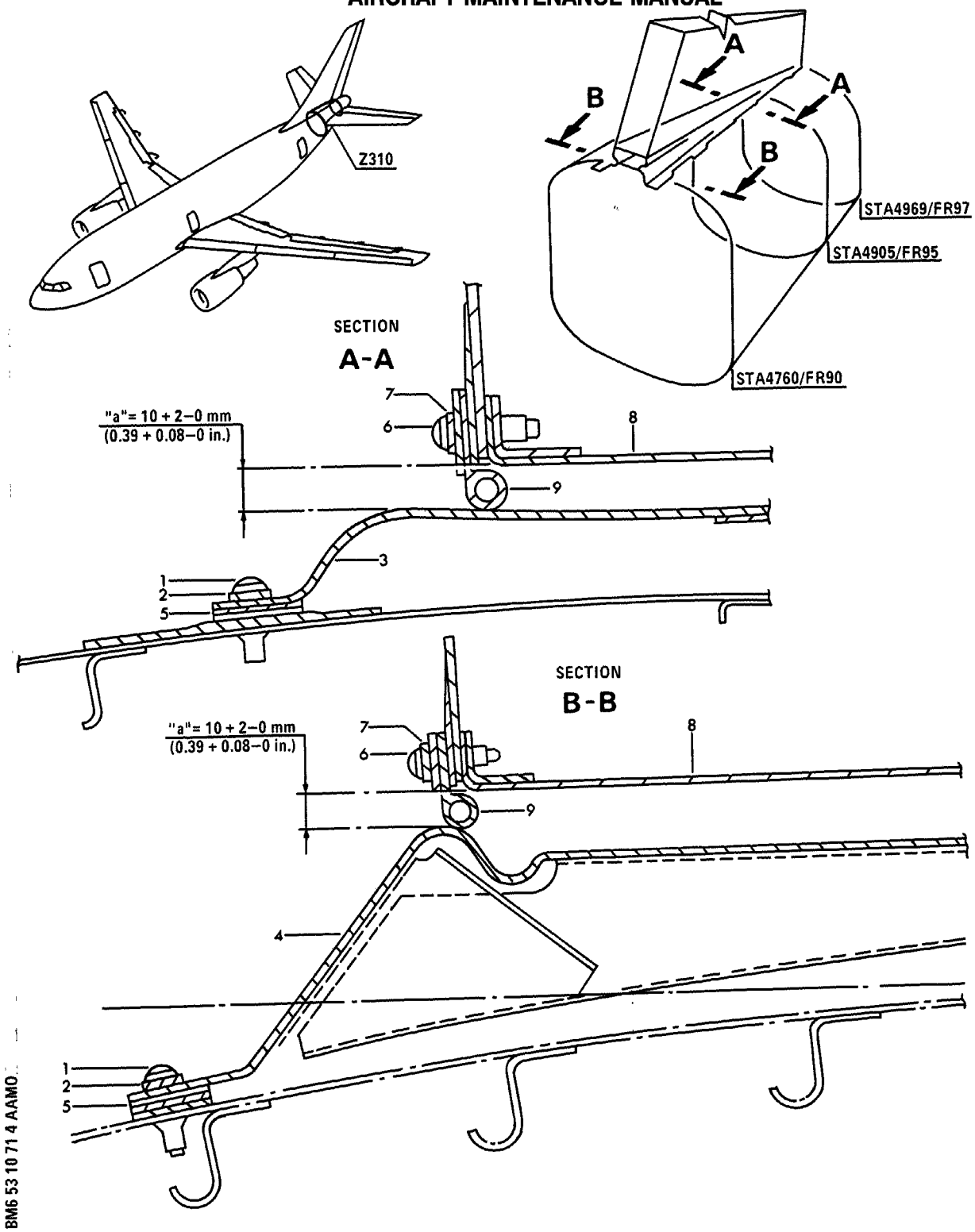
A. Job Set-Up
(1)Make horizontal and vertical stabilizers safe (Ref. 55-00-00, P. Block 301).
(2)Position access platform.

B. Removal (Ref. Fig. 401)
(1)Remove screws (6), washers (7) and seal (9) from lower edge of rudder (8).
(2)Remove screws (1), washers (2), strips (5) and rudder fairings (3, 4). Record location of strips (5).

C. Preparation for Installation
(1)Check coating of moisture-removing oil (Mat. No. 05-027) in the following areas for good condition and renew if necessary (Ref. 51-75-10, P. Block 801):
(a)Internal surfaces and structure of rudder fairings (3, 4).
(b)Fuselage external surfaces and structure covered by rudder fairings (3, 4).

D. Installation (Ref. Fig. 401)
(1)Position rudder fairings (3, 4).
(2)Position strips (5), as previously recorded.
(3)Apply thread-locking compound (Mat. No. 08-007) to screws (1).
(4)Position washers (2) and install screws (1).
(5)Check that gap 'a' between lower edge of rudder (8) and upper edges of rudder fairings (3, 4) is between 10 and 12 mm (0.39 and 0.47 in.).
(a)Should stated limits be exceeded, adjust rudder fairings (3, 4) with strips (5) as required.
(6)Position seal (9) to rudder lower edge (8).
(7)Apply thread-locking compound (Mat. No. 08-007) to screws (6).
(8)Position washers (7) and install screws (6).

E. Test
(1)Pressurize hydraulic systems (Ref. 29-10-00, P. Block 301).
(2)Move rudder slowly through full range and check that fairings do not obstruct rudder movement.
(3)Depressurize hydraulic systems (Ref. 29-10-00, P. Block 301).



Rudder Fairings
Figure 401

F. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Remove access platform.
(3)Remove warning notices.

RUDDER FAIRINGS - DEACTIVATION/REACTIVATION

R Ref.: CDL Sect. 6.03.53 Chap. 53 Item 1

WARNING : STANDARD WARNINGS MUST BE OBSERVED BEFORE WORKING ON OR NEAR HORINZONTAL AND VERTICAL STABILIZERS (REF. 55-00-00, P. BLOCK 301).

CAUTION : THIS PROCEDURE IS TO BE USED ACCORDING TO THE REQUIREMENTS OF THE CDL.

CAUTION : DEACTIVATION OF RUDDER FAIRINGS IS NOT PERMITTED WHEN ACCESS COVER FOR BEARINGS AT ELEVATOR HAS BEEN DEACTIVATED.

CAUTION : ITEMS WHICH PROTECT STRUCTURE FROM SONIC FATIGUE MUST BE REPLACED AS SOON AS POSSIBLE.

1. Deactivation

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Access Platform, 8 m (26 ft.)

Referenced Procedures

- 53-10-71, P. Block 401	Rudder Fairings
- 55-00-00, P. Block 301	Stabilizers - Standard Warnings and Procedures

B. Procedure

(1) Job Set-Up

(a) Make horizontal and vertical stabilizers safe (Ref. 55-00-00, P. Block 301).

(b) Position access platform.

(2) Deactivation

(a) Remove rudder fairings and/or seal (Ref. 53-10-71, P. Block 401).

(3) Close-Up

(a) Make certain that working area is clean and clear of tools miscellaneous items of equipment.

(b) Remove access platform.

(c) Remove warning notices displayed in 1. B. (1)(a).

(d) Remove safety clips and tags and close circuit breakers opened in 1. B. (1)(a).

(e) Install a temporary warning notice in flight compartment to warn flight crew that rudder fairings and/or seal have been deactivated and that aircraft performance is consequently degraded to the limits given in the CDL.

(f) Make an entry in the aircraft technical log.

2. Reactivation

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Access Platform, 8 m (26 ft.)

Referenced Procedures

- 53-10-71, P. Block 401	Rudder Fairings
- 55-00-00, P. Block 301	Stabilizers - Standard Warnings and Procedures

B. Procedure

(1)Job Set-Up

(a)Make horizontal and vertical stabilizers safe (Ref. 55-00-00, P. Block 301).

(b)Position access platform.

(2)Reactivation

(a)Install rudder fairings and/or seal (Ref. 53-10-71, P. Block 401).

(3)Close-Up

(a)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.

(b)Remove access platform.

(c)Remove warning notices displayed in 2. B. (1)(a).

(d)Remove safety clips and tags and close circuit breakers opened in 2. B. (1)(a).

(e)Remove temporary **DEACTIVATION** warning notice from flight compartment.

(f)Record reactivation in aircraft technical log.

FITTINGS - DESCRIPTION AND OPERATION

1. General

A. Fittings enable the connection of structural parts direct to the fuselage, or to components already attached to the fuselage, e.g. vertical stabilizer, tail cone, seat tracks, etc.

B. Apart from the rigid attachment of structural parts the fittings are also used in hinge or roller applications such as doors or trim tabs.

2. Component Location

FIN	FUNCTIONAL DESIGNATION	PANEL	ZONE	ACCESS DOOR	ATA REF.
	FITTINGS-FUSELAGE, AFT SECTION		150 160 170 250 260		53-10-88

WARNING : CHECK THAT LANDING GEAR GROUND SAFETIES INCLUDING WHEEL CHOCKS ARE IN POSITION.
BEFORE APPLYING OR RELIEVING HYDRAULIC SYSTEM PRESSURE MAKE CERTAIN THAT THE TRAVEL RANGES OF THE CONTROL SURFACES ARE CLEAR.
BEFORE PRESSURIZING HYDRAULIC SYSTEMS, CHECK THAT ALL CONTROLS ARE SET TO CORRESPOND WITH THE ACTUAL POSITION OF THE SERVICES THEY OPERATE.
BEFORE PROCEEDING WITH MAINTENANCE WORK ON OR NEAR MECHANICAL FLIGHT CONTROLS OR PRIMARY FLIGHT CONTROL SURFACES, LANDING GEARS, ASSOCIATED DOORS OR ANY MOVING COMPONENT, MAKE CERTAIN THAT GROUND SAFETIES AND/OR WARNING NOTICES ARE IN CORRECT POSITION TO PREVENT INADVERTENT OPERATION OF CONTROLS.

R CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE NOMINAL
R MATERIAL THICKNESS AS SPECIFIED IN SRM (STRUCTURAL REPAIR MANUAL).

NOTE: Should crack formation be suspected during the following inspection/check, an approved nondestructive test must be carried out.
If a crack is subsequently proved to exist, a structural repair must be carried out, or the component must be replaced.

NOTE : For inspection/check of:
- Passenger/Crew door fittings refer to 52-10-11, P. Block 601.
- Emergency exit fittings refer to 52-23-31, P. Block 601.
- FWD cargo compartment door fittings refer to 52-31-11, P. Block 601.
- AFT cargo compartment door fittings refer to 52-32-11, P. Block 601.
- BULK cargo compartment door fittings refer to 52-34-31, P. Block 601.
- Fuselage aft section fittings refer to 53-10-88, P. Block 601.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, as required
B.	Access Steps, as required
C.	Warning Notices

Referenced Procedures

- 51-73-10, P. Block 801	Repair of Minor Damage
- 51-74-10, P. Block 801	Removal of Corrosion
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 52-10-11, P. Block 601	Fittings
- 52-23-31, P. Block 601	Fittings
- 52-31-11, P. Block 601	FWD Cargo Compartment Door
- 52-32-11, P. Block 601	AFT Cargo Compartment Door
- 52-34-31, P. Block 601	Fittings
- 53-10-88, P. Block 601	Fuselage Aft Section Fittings
- 55-36-39, P. Block 601	Vertical Stabilizer Split Sleeves and Tapered Attach Bolts
	NTM - Nondestructive Testing Manual
R	SRM - Structural Repair Manual

2. Procedure

A. Job Set-Up
(1)Position access platform or access steps.
(2)Open doors and remove all components and equipment as required.
(3)Display warning notices in flight compartment prohibiting operation of flight controls.

B. Inspection
R (1)For the damage limits for all fittings refer to the SRM 53-19-88,
R P. Block 101.
(2)Should damage limits be exceeded, a structural repair must be carried out or component must be replaced.
(a)For repair of scratches and marks refer to 51-73-10, P. Block 801.
(b)For removal of corrosion refer to 51-74-10, P. Block 801.
(c)For repair of paint coatings refer to 51-75-10, P. Block 801.
(d)For repair of sealing refer to 51-76-10, P. Block 801.
(3)Inspect all internal and external fittings for damage, cracks, loose or missing rivets, corrosion, sealant and/or paint damage, condition of bearings, wear, freedom of movement without chatter. Pay special attention to the following:
(a)Fuselage nose section STA766(FR1) thru STA1340(FR18).
1 Telescopic drag strut attach fitting in nose gear well.
2 Actuating cylinder attach fitting in nose gear well.
3 Gear bearing attach fitting in nose gear well.
4 Galley, lavatory and furnishing attach fittings.
(b)Fuselage forward section STA1340(FR18) thru STA2294(FR40).
1 FWD cargo compartment door cylinder attach fittings between STA1552 (FR22) and STA1605(FR23).
2 Galley and furnishing attach fittings.

(c)Fuselage center section STA2294(FR40) thru STA2931(FR54).
1 Brace strut attachment clevis between STA2718(FR50) and STA2772 (FR51).
2 Spoiler and speedbrake control pulley attach fitting.
3 Upper and lower flap cam box and control unit attach fittings.
4 Galley and furnishing attach fittings.
5 Upper fuselage wing fairing supports between STA2560(FR46) and STA2665(FR49) (Ref. Fig. 601).

(d)Fuselage aft section STA2931(FR54) thru STA5151(FR103).
1 Aft jacking point at STA4520(FR85).
2 Aft cargo compartment door cylinder attach fitting between STA3302 (FR61) and STA3355(FR62).
3 BULK cargo compartment door balance mechanism attach fitting at STA3673(FR68).
4 Not applicable
5 Rudder artificial feel and trim unit attach fittings between STA4467 (FR84) and STA4520(FR85).
6 Trimable horizontal stabilizer actuator attach fittings between STA4573(FR86) and STA4625(FR87).
7 Elevator artificial feel attach fittings between STA4715(FR89) and STA4805(FR91).
8 Center attach fittings at STA4805(FR91).
9 APU attach fittings between STA4905(FR95) and STA5094(FR101).
10 APU hoist attach fittings between STA4905(FR95) and STA5094(FR101).
11 Vertical stabilizer attach fittings and stiffeners between STA4302 (FR79) and STA4362(FR80), STA4467(FR84) and STA4520(FR85) and STA4573(FR86) and STA4625(FR87).
12 Measurement of fits and clearances for vertical stabilizer fittings refer to 55-36-39, P. Block 601.
13 Galley, lavatory and furnishing attach fittings.

NO. OF CRACKS	INSPECTION PHASE
NO CRACKED SUPPORTS	INSPECTION TO BE REPEATED AFTER EACH 500 FLIGHTS HOURS
1 OR 2 CRACKED SUPPORTS	INSPECTION TO BE REPEATED AFTER EACH 250 FLIGHTS HOURS
3 CRACKED SUPPORTS	INSPECTION TO BE REPEATED AFTER EACH 150 FLIGHTS HOURS
4 CRACKED SUPPORTS	INSPECTION TO BE REPEATED AFTER EACH 10 FLIGHTS HOURS
5 OR MORE CRACKED SUPPORTS	REPLACEMENT OF SUPPORTS BEFORE NEXT FLIGHT

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Fuselage Wing Fairings Supports Crack Limits
Figure 601

C. Close-Up
(1)Install all components and equipment and close doors if removed or opened.
(2)Remove warning notices.
(3)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(4)Remove access platform or access steps.

FUSELAGE AFT SECTION FITTINGS - REMOVAL/INSTALLATION

WARNING : STANDARD WARNINGS MUST BE OBSERVED BEFORE WORKING ON OR NEAR THE HORIZONTAL AND VERTICAL STABILIZERS (REF. 55-00-00, P. BLOCK 301).

1. Reasons for the Job

A. Inspection of eyebolts

B. Inspection of attachment bolts

C. Removal of horizontal stabilizer attach fittings

D. Removal of horizontal stabilizer

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, up to 6.0 m (up to 20 ft.)
B. 98A27407508001	Tool Set - Removal/Installation, Horizontal Stabilizer
C. 98A27407568001	Strut - Distance, Frame 91 (Qty. 2)
D. 98A27407569000	Bolt - Extractor, Horizontal Stabilizer Bearings
E. 98A27907509000	Tool Set - Extraction/Insertion, SHUR-LOK
F.	Torque Wrench, up to 11.0 m.daN (81.13 lbf.ft.)
G.	Cotter Pins
H.	Lockwashers
J.	Tabwashers
K.	Shimwashers
L.	Circuit Breaker Safety Clips
M. Material No. 04-004	Common Greases (Ref. 20-31-00)
N. Material No. 05-002	Special Materials (Ref. 20-31-00)
P. Material No. 05-027	Special Materials (Ref. 20-31-00)
Q. Material No. 11-002	Cleaning Agents (Ref. 20-31-00)
Referenced Procedures	
- 20-28-11, P. Block 1	Electrical Bonding
- 27-31-21, P. Block 401	Vertical Torque Tube, with Universal Joint
- 27-31-22, P. Block 401	THS Bellcranks
- 27-41-00, P. Block 501	Mechanical Control (THS)
- 27-45-11, P. Block 401	THS Position Sensor
- 29-10-00, P. Block 301	Main Hydraulic Power - Pressurization/ Depressurization
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 53-10-47, P. Block 401	Fuselage AFT and Tail Section Support Struts
- 55-00-00, P. Block 301	Stabilizers - Standard Warnings and Procedures
- 55-10-11, P. Block 501	Horizontal Stabilizer
- 55-13-13, P. Block 401	Trailing Edge Access Panels

3. Procedure

A. Job Set-Up
(1)Make horizontal stabilizer safe (Ref. 55-00-00, P. Block 301).
(2)Position access platform.
(3)Remove trailing edge access panels 334/344AB (Ref. 55-13-13, P. Block 401).
(4)Open access door 313AL.

B. Removal
(Ref. Fig. 401, 402, 403)
(Ref. Fig. 404, 405)
(1)Removal of Eyebolts
(a)Remove horizontal stabilizer position sensor (Ref. 27-45-11, P. Block 401).
(b)Remove elevator control rods between vertical torque tube and THS bellcrank, RIB4 LH and RH (Ref. 27-31-21, P. Block 401 and 27-31-22, P. Block 401).
(c)Remove support struts at STA4805(FR91) (Ref. 53-10-47, P. Block 401).
(d)Remove bolts (40, 69).
NOTE : Steps 1 thru 4 are applicable only if upper and lower attachments and/or bearings are to be removed.
1 Remove screws (42, 61, 57, 81), washers (56, 80), spacers (55, 70), covers (43, 60) and shim (79) (if fitted).
2 Remove lockwashers (47, 77), using SHUR-LOK tool set P/N 98A27907509000.
3 Remove nuts (46, 76), using tool set P/N 98A27407508001.
4 Remove cup washers (50, 75) and bolts (40, 69).
(e)Remove eyebolt (1).
NOTE : Mark left and right-hand eyebolts so that they cannot be interchanged. Cover flexible coupling to protect against dirt.
1 Remove cotter pin (14), nut (12), washer (13), bolt (5), sleeves (6), washers (10) and dust caps (11).
2 Remove eyebolt (1).
(f)Remove bracket (7).
1 Remove cotter pins (9), nuts (8) and bracket (7).
(g)Install distance struts P/N 98A27407568001 (20) at FR91(STA4805) and center spar box of horizontal stabilizer.
(h)Adjust distance struts (20) so that sleeves (3) are released.
(j)Remove sleeve (3) using bolt extractor P/N 98A27407569000 (21).
(k)Remove seals (2).
(2)Removal of Horizontal Stabilizer Attach Fittings
(a)Remove eyebolts (Ref. Para. B.(1)).
(b)Remove distance piece (31).
1 Remove cotter pin (51), nut (52), washers (53, 54), bolt (34), washers (32, 33) and distance piece (31).
(c)Remove lower and upper attachment.
1 Remove cotter pins (35, 65), nuts (37, 66), washers (36, 67), bonding strap (38, 68) and tabwashers (39, 64).
2 Remove circlip (49), sleeve (41) and bushes (44, 48) from lower attachment.

3 Remove circlip (74), washer (73), sleeve (63), washer (62), spacers (71) and attach fittings (15, 17) from upper attachment.

(d)Remove bolts (16, 45, 78).

(3)Removal of Horizontal Stabilizer Attach Fitting Bearings

(a)Remove eyebolts (Ref. Para. B.(1)).

(b)Remove horizontal stabilizer attach fittings (Ref. Para. B.(2)).

(c)Remove nut (95), lockwasher (96) and shimwasher (97) using tool set P/N 98A27407508001.

(d)Remove nut (91) and lockwasher (92) using tool set P/N 98A27407508001.

NOTE : Record location of threaded bushes (93) and bearings (98).

(e)Remove threaded bush (93).

(f)Remove bearing (98) from threaded bush (93) using suitable press.

C. Preparation for Installation

(1)Eyebolt (Ref. Fig. 401).

(a)Clean eyebolts (1) and sleeves (3) using cleaning agent (Mat. No. 11-002).

(2)Horizontal Stabilizer Attach Fittings (Ref. Fig. 403, 404).

(a)Clean all parts using cleaning agent (Mat. No. 11-002).

(3)Horizontal Stabilizer Attach Fitting Bearings (Ref. Fig. 405).

(a)Check seat and lips of seals (90) for condition.

(b)Replace seals (90) as required.

(c)Clean all parts using cleaning agent (Mat. No. 11-002).

(d)Apply grease (Mat. No. 04-004) to bearing (98) and inner surface of threaded bush (93).

(4)Check that protective coating (Mat. No. 07-003) on cover (60) is in good condition and renew as necessary (Ref. Fig. 404).

D. Installation

(Ref. Fig. 401, 402, 403)

(Ref. Fig. 404, 405)

(1)Installation of Horizontal Stabilizer Attach Fitting Bearings

(a)Install bearing (98) in threaded bush (93) as recorded, using a suitable press.

(b)Apply corrosion-preventive paste (Mat. No. 05-002) to outer bearing surface of threaded bush (93).

(c)Install threaded bush (93) into attach fitting as recorded.

NOTE : Make certain that groove in outer bearing surface of threaded bush (93) is in forward position.

(d)Install lockwasher (92) and nut (91), using tool set P/N 98A27407508001.

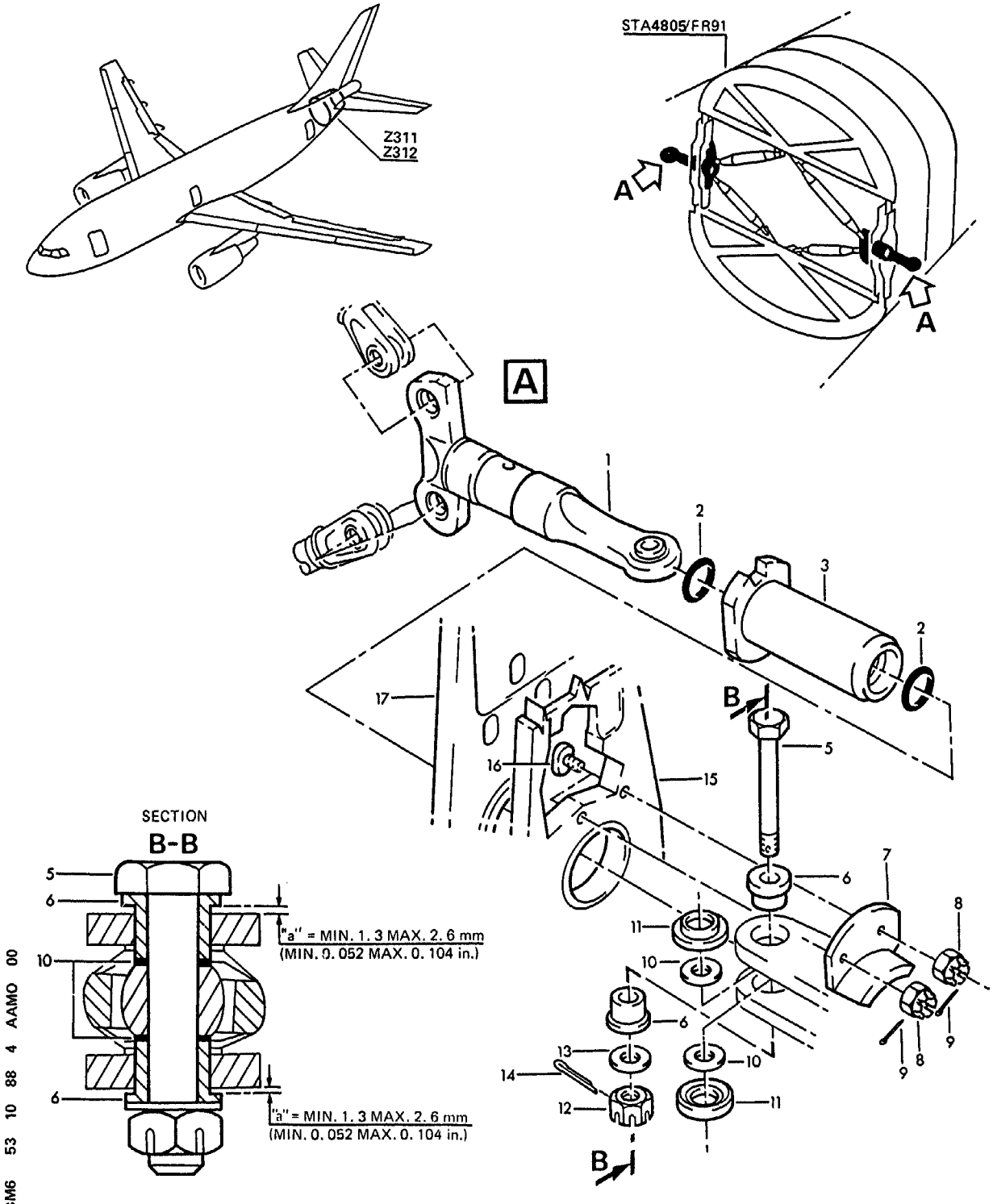
R (e)TORQUE nut (91) to 10.0 m.daN ± 1.0 m.daN (73.8 lbf.ft. ± 7.38 lbf.ft.)
R and safety with lockwasher (92).

(f)Install shimwasher (97), lockwasher (96) and nut (95), using tool set P/N 98A27407508001.

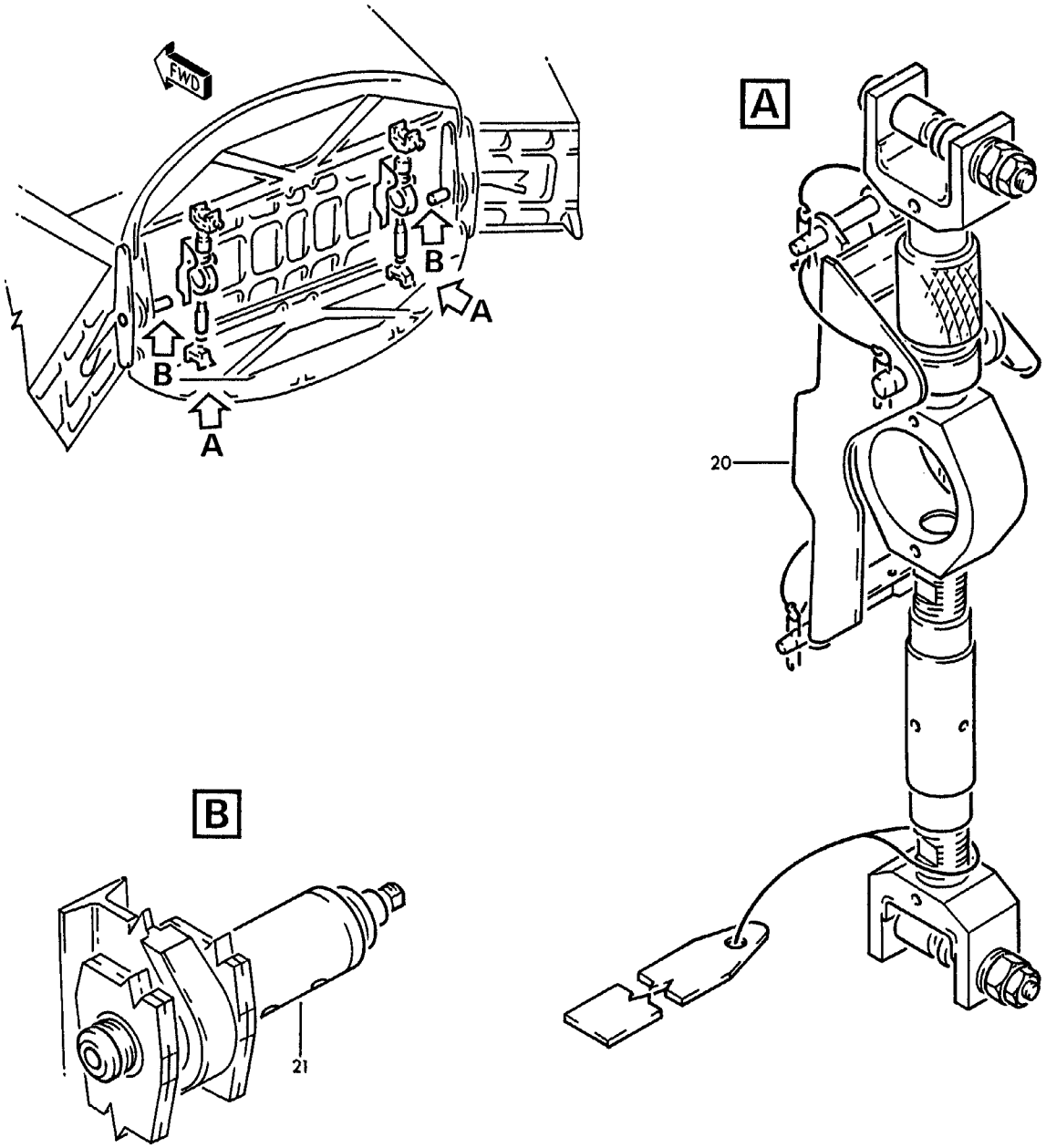
R (g)TORQUE nut (95) to 10.0 m.daN ± 1.0 m.daN
R (73.8 lbf.ft. ± 7.38 lbf.ft.).

(h)Check lockwasher (96) for security of attachment. If lockwasher (96) is loose, proceed as follows:

1 Remove nut (95), lockwasher (96) and shimwasher (97), using



Eyebolt
Figure 401



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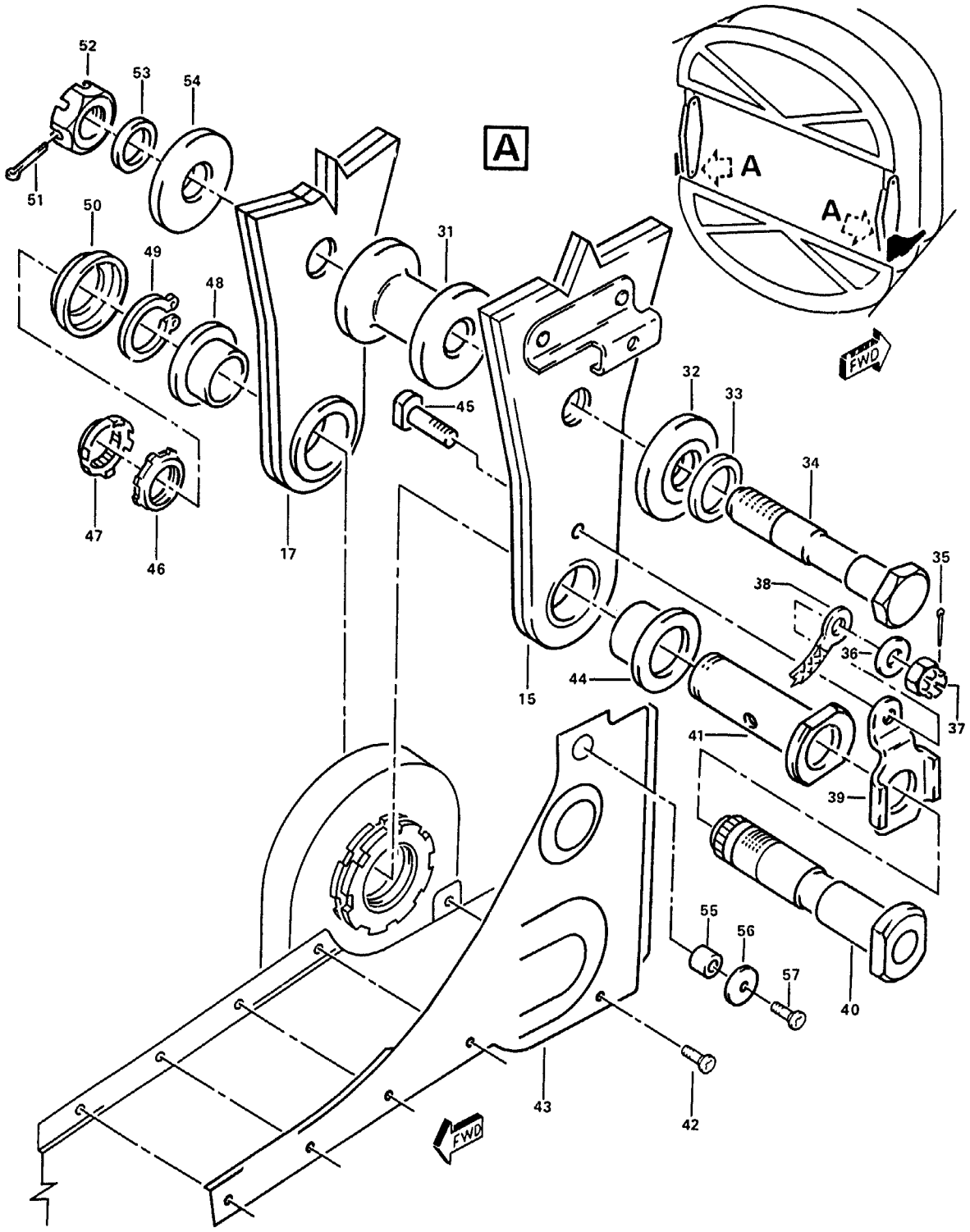
Distance Strut and Bolt Extractor
Figure 402



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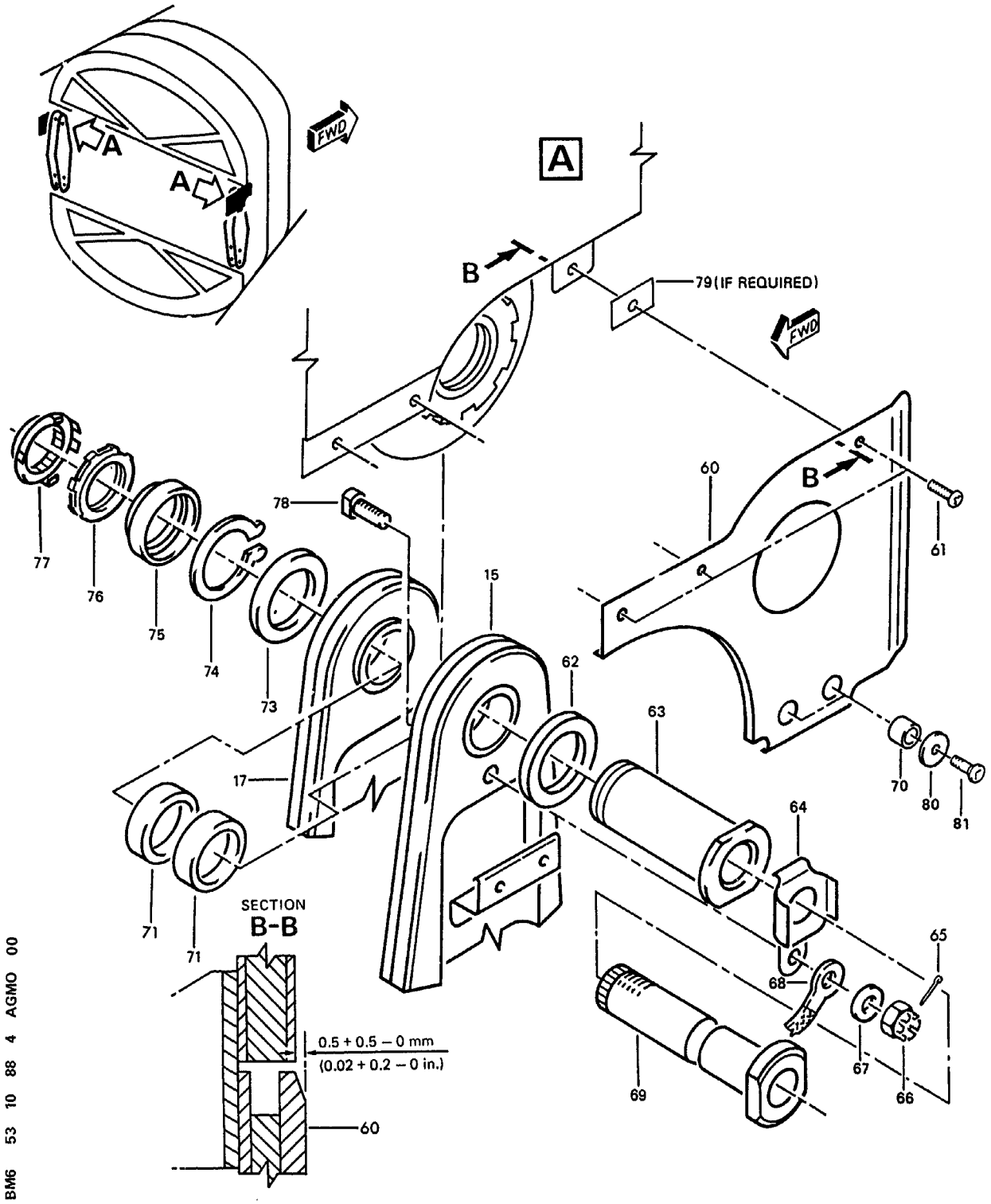
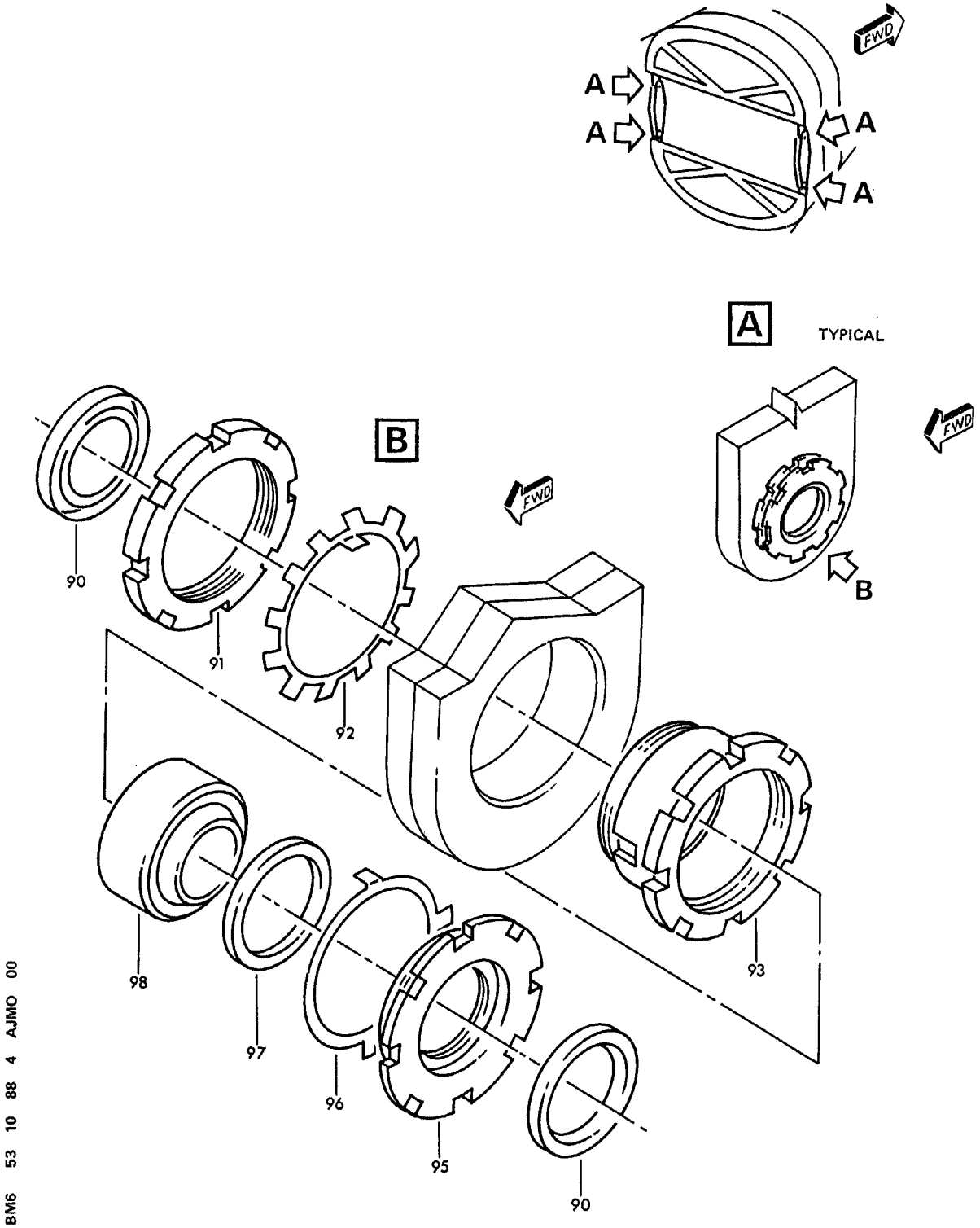
Removal of Lower Attachment
Figure 403



Removal of Upper Attachment
Figure 404



Attach Fitting Bearings
Figure 405

tool set P/N 98A27407508001.
2 Remove one lamination of shimwasher (97).
3 Install shimwasher (97), lockwasher (96) and nut (95), using tool set P/N 98A27407508001.
R 4 TORQUE nut (95) to 10.0 m.daN ± 1 m. daN
R (73.8 lbf.ft. ± 7.38 lbf.ft.).
5 Repeat steps 1 thru 4 , if necessary, until lockwasher (96) is secure.
(j)Safety lockwasher (96).
(k)Apply moisture-removing oil (Mat. No. 05-027) thinly to threaded bush (93) and nuts (91, 95) (Ref. 51-75-10, P. Block 801).
(2)Installation of Horizontal Stabilizer Attach Fittings
(a)Install upper and lower attachment.
1 Install bolts (16, 45, 78). For electrical bonding refer to 20-28-11, P. Block 1.
2 Apply grease (Mat. No. 04-004) to sleeve (41, 63).
3 Position attach fittings (15, 17) and install spacers (71), washer (62), sleeve (63), washer (73) and circlip (74).
4 Position attach fittings (15, 17) and install bushes (44, 48), sleeve (41) and circlip (49).
5 Position tabwashers (39, 64) and install bonding strap (38, 68), washers (36, 67) and nuts (37, 66).
For electrical bonding refer to 20-28-11, P. Block 1.
6 Safety nuts (37, 66) with cotter pins (35, 65).
(b)Install distance piece (31).
1 Apply corrosion-preventive paste (Mat. No. 05-002) to bolt (34).
2 Position distance piece (31) and install washers (33, 32), bolt (34), washers (54, 53) and nut (52).
3 Safety nut (52) with cotter pin (51).
(3)Installation of Eyebolts
(a)Apply grease (Mat. No. 04-004) to sleeves (3).
(b)Install seals (2) in sleeves (3).
(c)Install sleeve (3) using bolt extractor P/N 98A27407569000 (21).
(d)Remove distance struts P/N 98A27407568001 (20) from FR91(STA4805). and from horizontal stabilizer center spar box.
(e)Install bracket (7).
1 Position bracket (7) and install nuts (8).
2 Safety nuts (8) with cotter pins (9).
(f)Install eyebolt (1).
CAUTION : INSTALL EYEBOLT WITH THE LARGER EYE OF SUPPORT ATTACHMENT AT THE TOP.
1 Apply corrosion-preventive paste (Mat. No. 05-002) to bolt (5).
2 Position eyebolt (1) and install washers (10), dust caps (11), sleeves (6), bolt (5), washer (13) and nut (12).
3 TORQUE nut (12) to between 2.0 and 2.9 m.daN (14.751 and 21.389 lbf.ft.).
4 Check that clearance 'a', between bracket and flanges of bushes (6), is between 1.3 and 2.6 mm (0.052 and 0.104 in.).
5 Should stated limits be exceeded, adjust with washers (10) as required.
6 Safety nut (12) with cotter pin (14).

7 Apply grease (Mat. No. 04-004) to eyebolt (1).

(g)Install bolts (40, 69).

NOTE : Steps 1 thru 7 are applicable only if upper and lower attachments are removed.

1 Apply corrosion-preventive paste (Mat. No. 05-002) to bolts (40, 69).

2 Install bolts (40, 69) and cupwashers (50, 75).

3 Install nuts (46, 76) using tool set P/N 98A27407508001.

4 TORQUE nuts (46, 76) to 9.8 m.daN (72.28 lbf.ft.).

5 Install lockwashers (47, 77) using SHUR-LOK tool set P/N 98A27907509000.

6 Apply grease (Mat. No. 04-004) to bolts (40, 69).

7 Position covers (43, 60) and install shim (79) (if required), screws (42, 61), spacers (55, 70), washers (56, 80) and screws (57, 81).

(h)Check that offset of cover (60) is 0.5 + 0.5 - 0 mm (0.02 + 0.02 - 0 in.). Adjust offset by installing shim (79) of required thickness.

(j)Install support struts at STA5547(FR91) (Ref. 53-10-47, P. Block 401).

(k)Adjust horizontal stabilizer (Ref. 55-10-11, P. Block 501).

(l)Install elevator control rods between vertical torque tube and THS bellcrank RIB4 LH and RH to horizontal stabilizer spar box and horizontal stabilizer fittings (Ref. 27-31-21, P. Block 401 and 27-31-22, P. Block 401).

(m)Install horizontal stabilizer position sensor (Ref. 27-45-11, P. Block 401).

(n)Return horizontal stabilizer to operating condition (Ref. 55-00-00, P. Block 301).

(p)Make certain that travel ranges of horizontal stabilizer and elevator are clear of tools and miscellaneous items of equipment.

(q)Pressurize hydraulic system (Ref. 29-10-00, P. Block 301).

E. Test

WARNING : MAKE CERTAIN THAT THE TRAVEL RANGE OF THE CONTROL SURFACES ARE CLEAR AND THAT CONTROLS ARE SET TO THE ACTUAL POSITION OF THE SERVICES THEY OPERATE.

(1)Carry out elevator mechanical controls functional test (Ref. 27-31-00, P. Block 501).

(2)Carry out trimmable horizontal stabilizer controls functional test (Ref. 27-41-00, P. Block 501).

F. Close-Up

(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.

(2)Install trailing edge access panels 334/344AB (Ref. 55-13-13, P. Block 401).

(3)Close access doors 313AL.

(4)Remove warning notices displayed in cockpit (Ref. 55-00-00, P. Block 301).

(5)Remove access platform.

FUSELAGE AFT SECTION FITTINGS - INSPECTION/CHECK

NOTE : Should a defect be suspected during the following inspection/ check, an approved nondestructive test must be carried out. If a defect is subsequently proved to exist, a structural repair must be carried out, or the component must be replaced.

1. Reasons for the Job

A. Visual inspection of eyebolt, sleeve, horizontal stabilizer attach fittings, distance pieces and attach bolts.

B. Measurement of clearances of bushes and bolts.

C. Checking fits and tolerances of bushes and bolts.

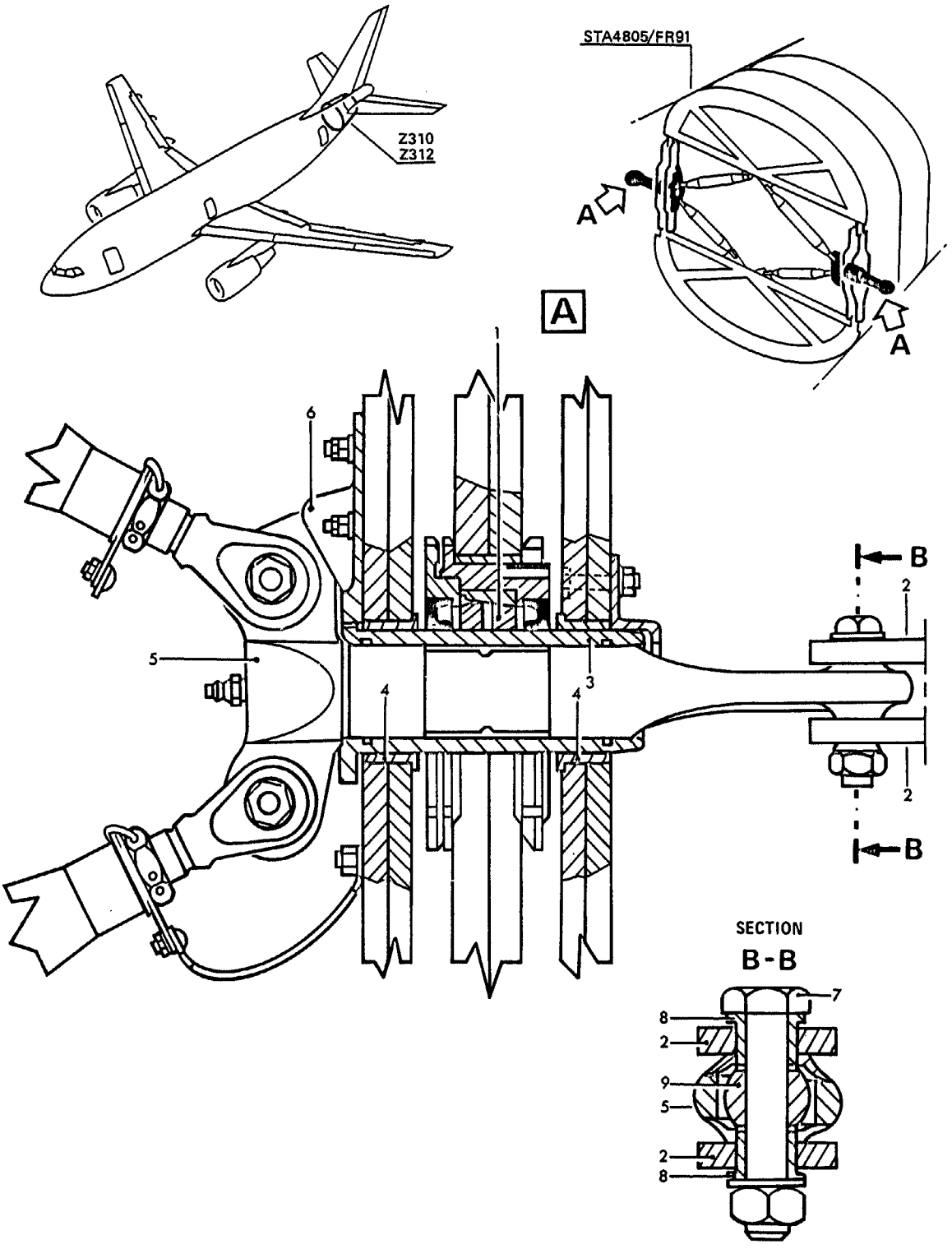
2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, up to 6 m (20 ft.)
Referenced Procedures	
- 51-73-10, P. Block 801	Repair of Minor Damage
- 51-74-10, P. Block 801	Removal of Corrosion
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 53-10-88, P. Block 401	Fuselage Aft Section Fittings
- 53-10-88, P. Block 801	Fuselage Aft Section Fittings
	Nondestructive Testing Manuel (NTM)

3. Procedure

A. Job Set-Up
(1)Position access platform.
(2)Open accessory compartment access door 313AL.
(3)Remove eyebolt and horizontal stabilizer attach fittings (Ref. 53-10-88, P. Block 401).

B. Inspection (Ref. Fig. 601, 602)
(1)The following components have specific damage criteria:
(a)Bearing surfaces of eyebolt (5).
(b)Bearing (1), sleeve (3), bushes (4), bolt (7) and bushes (8).
(c)Bolts (19, 26), sleeves (20, 27), bushes (17, 18, 24), spacers (25) and bearings (16, 23).
(d)Damage limits for steps (a) thru (c) are as follows:
Scratches, corrosion and cracks are not permitted.
Check for wear. For wear limits refer to Tables 601, 602 and 603.
(e)Damage limits for threaded bushes (28) are as follows:
Scratches, corrosion and cracks are not permitted. If corrosion exists at threaded bushes (28), repair according to 53-10-88, P. Block 801.
(f)Eyebolt (5) excluding bearing surfaces.
(g)Damage limits for step (f) are as follows:
Scratches
- Max. depth 0.5 mm (0.0197 in.). Should stated limit be exceeded, component must be replaced.
Cracks
- Not permitted
Wear
- Compare to Table 601.
(h)Horizontal stabilizer attach fittings (15, 22).
(j)Distance piece (21).
(k)Damage limits for steps (h) and (j) are as follows:
Scratches
- 5% of material thickness. Max. length 40 mm (1.57 in.).
Corrosion and Marks
- 5% of material thickness. Max. area 400 mm² (0.62 sq.in.).
Dents
- Not permitted
(l)Should damage limits be exceeded, a structural repair must be carried out, or component must be replaced.
1 For repair of scratches and marks refer to 51-73-10, P. Block 801.
2 For removal of corrosion refer to 51-74-10, P. Block 801.
3 For repair of paint coatings refer to 51-75-10, P. Block 801.
(2)Inspect all components for damage, cracks, corrosion, condition of paint, particularly the following components:
(a)Attach fittings (2, 6) (Ref. Fig. 601).
(b)Attach fittings (15, 22) (Ref. Fig. 602).



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Fits and Clearances of Eyebolt and Sleeve
Figure 601

(3)Measure fits and clearances of components as listed in the following Tables:

Fits and Clearances (Ref. Fig. 601)

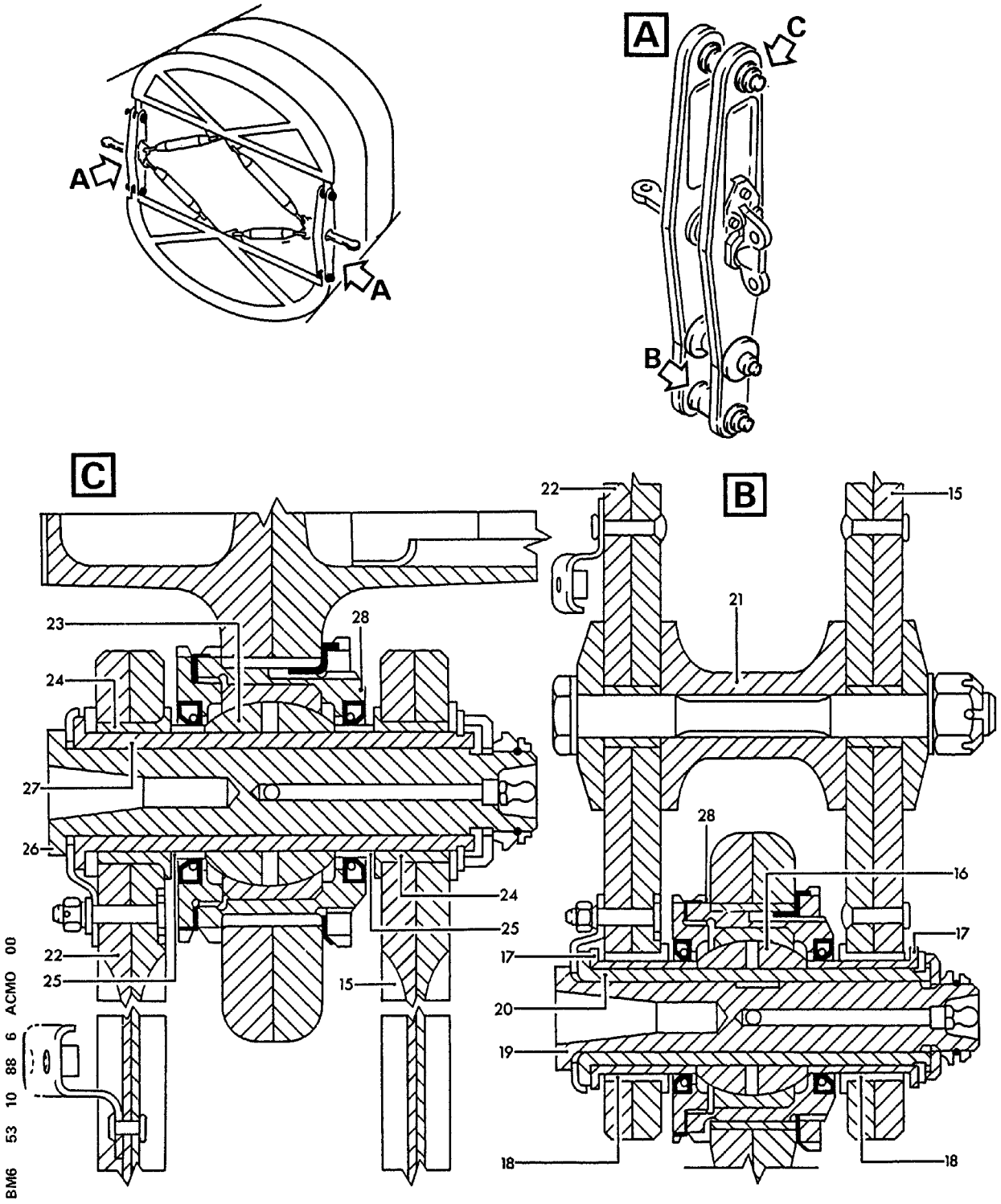
Detail and Item No.	Original Mfg Limits				In-Service Wear Limits		
	Dimension mm (in.)		Assy. Clearance mm (in.)		Dimension Limits mm (in.)		Max. Allow. Clear. mm (in.)
	Min.	Max.	Min.	Max.	Min.	Max.	
A ID4	55.0 (2.1654)	55.03 (2.1665)			55.0 (2.1654)	55.046 (2.1672)	
			0.014 (0.0006)	0.054 (0.0021)			0.075 (0.0030)
A OD3	54.976 (2.1644)	54.986 (2.1648)			54.971 (2.1642)	54.986 (2.1648)	
A ID3	42.0 (1.6535)	42.025 (1.6545)			42.0 (1.6535)	42.035 (1.6549)	
			0.01 (0.0004)	0.045 (0.0018)			0.065 (0.0026)
A OD5	41.98 (1.6528)	41.99 (1.6531)			41.97 (1.6524)	41.99 (1.6531)	
B-B ID8	14.288 (0.5625)	14.306 (0.5632)			14.287 (0.5625)	14.315 (0.5636)	
			0.026 (0.0010)	0.060 (0.0024)			0.074 (0.0029)
B-B OD7	14.236 (0.5605)	14.262 (0.5615)			14.231 (0.5603)	14.262 (0.5615)	
B-B ID9	14.275 (0.5620)	14.288 (0.5625)			14.275 (0.5620)	14.304 (0.5631)	
			0.013 (0.0005)	0.042 (0.0017)			0.063 (0.0025)
B-B OD7	14.236 (0.5605)	14.262 (0.5615)			14.231 (0.5603)	14.262 (0.5615)	
A ID1	54.988 (2.1649)	55.0 (2.1654)			54.988 (2.1649)	55.013 (2.1659	
			0.014 (0.0006)	0.036 (0.0014)			0.055 (0.0022)
A OD3	54.976 (2.1644)	54.986 (2.1648)			54.970 (2.1642)	54.986 (2.1648)	

Table 601

Fits and clearances (Ref. Fig. 602)

Detail and Item No.	Original Mfg Limits				In-Service Wear Limits		
	Dimension mm (in.)		Assy. Clearance mm (in.)		Dimension Limits mm (in.)		Max. Allow. Clear. mm (in.)
	Min.	Max.	Min.	Max.	Min.	Max.	
B ID18	42.000 (1.6535)	42.025 (1.6545)			42.025 (1.6545)	42.034 (1.6549)	
			0.000 (0.0000)	0.041 (0.0016)			0.059 (0.0023)
B OD17	41.984 (1.6529)	42.000 (1.6535)			41.975 (1.6526)	41.984 (1.6529)	
B ID17	38.100 (1.5000)	38.125 (1.5010)			38.125 (1.5010)	38.131 (1.5012)	
			0.014 (0.0006)	0.050 (0.0020)			0.061 (0.0024)
B OD20	38.075 (1.4990)	38.086 (1.4994)			38.070 (1.4988)	38.075 (1.4990)	
B ID20	28.000 (1.1024)	28.021 (1.1032)			28.021 (1.1032)	28.030 (1.1035)	
			0.020 (0.0008)	0.062 (0.0024)			0.080 (0.0032)
B OD19	27.959 (1.1007)	27.980 (1.1016)			27.950 (1.1004)	27.959 (1.1007)	
B ID16	38.088 (1.4995)	38.100 (1.5000)			38.100 (1.5000)	38.105 (1.5002)	
			0.002 (0.0001)	0.025 (0.0010)			0.035 (0.0014)
B OD20	38.075 (1.4990)	38.086 (1.4994)			38.070 (1.4988)	38.075 (1.4990)	

Table 602



Fits and Clearances of Horizontal Stabilizer
Attach Fittings
Figure 602

Fits and Clearances (Ref. Fig. 602)

Detail and Item No.	Original Mfg Limits				In-Service Wear Limits		
	Dimension mm (in.)		Assy. Clearance mm (in.)		Dimension Limits mm (in.)		Max. Allow. Clear. mm (in.)
	Min.	Max.	Min.	Max.	Min.	Max.	
C ID24	38.100 (1.5000)	38.125 (1.5010)			38.125 (1.5010)	38.130 (1.5012)	
			0.014 (0.0006)	0.050 (0.0020)			0.060 (0.0024)
C OD27	38.075 (1.4990)	38.086 (1.4994)			38.070 (1.4988)	38.075 (1.4990)	
C ID27	28.000 (1.1024)	28.021 (1.1032)			28.021 (1.1032)	28.030 (1.1035)	
			0.020 (0.0008)	0.062 (0.0024)			0.080 (0.0032)
C OD26	27.959 (1.1007)	27.980 (1.1016)			27.950 (1.1004)	27.959 (1.1007)	
C ID23	38.088 (1.4995)	38.100 (1.5000)			38.100 (1.5000)	38.105 (1.5002)	
			0.002 (0.0001)	0.025 (0.0010)			0.035 (0.0014)
C OD27	38.075 (1.4990)	38.086 (1.4994)			38.070 (1.4988)	38.075 (1.4990)	

Table 603

C. Close-Up
(1) Install horizontal stabilizer attach fittings and eyebolt (Ref. 53-10-88, P. Block 401).
(2) Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(3) Close accessory compartment access door 313AL.
(4) Remove access platform.

1. Reason for the Job

A. Repair of corrosion damage to threaded bush

2. Referenced Procedures

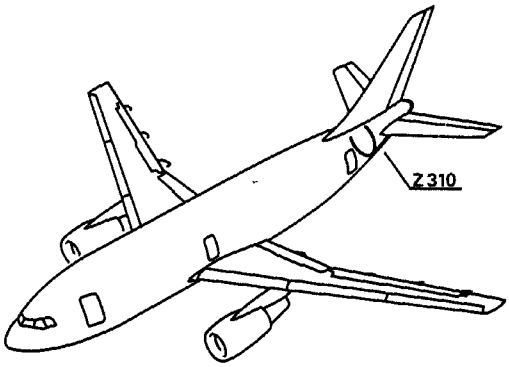
- 51-74-10, P. Block 801	Removal of Corrosion
- 53-10-88, P. Block 401	Fuselage Aft Section Fittings

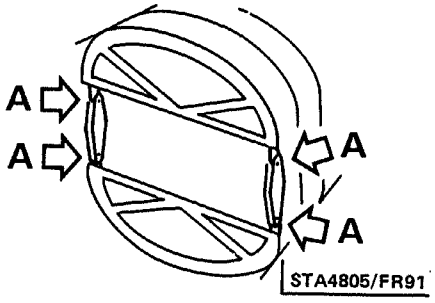
3. Procedure

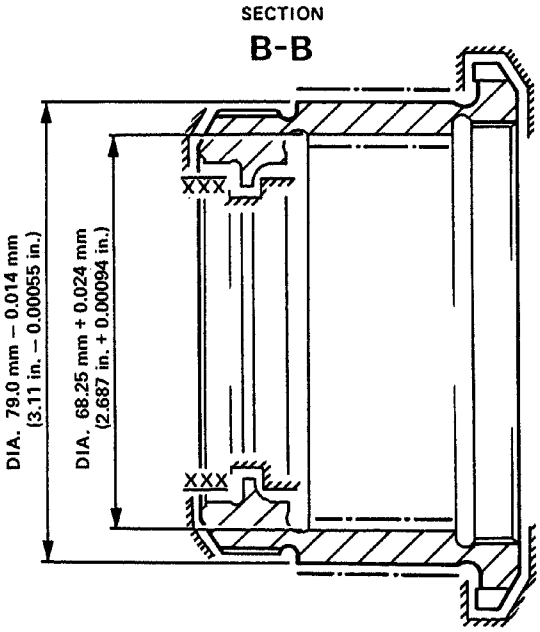
A. Job Set-Up
(1)Remove threaded bush (1) (Ref. 53-10-88, P.Block 401).

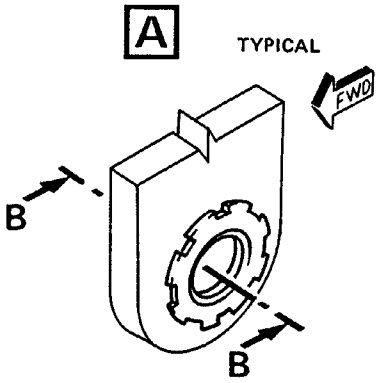
B. Repair of threaded bush (1) (Ref. Fig. 801)
(1)Corrosion in areas of threaded bush (1) for hard chromium plating should be removed by the use of a turning lathe. Corrosion in other areas to be removed by hand grinding (Ref. 51-74-10, P. Block 801).
(2)Carry out hard chromium plating on relevant reworked areas in threaded bush (1) in accordance with standard plating procedures. Thickness of plating should be in excess of dimensions shown to allow for machining to the correct tolerances.
(3)Carry out cadmium plating to relevant reworked areas in accordance with standard plating procedures

C. Close-Up
(1)Install threaded bush (1) (Ref. 53-10-88, P.Block 401).









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REWORK LIMITS MAX. 0.2 mm (0.00787 in.) (1)

REWORK LIMITS MAX. 0.3 mm (0.01181 in.) (2)

XXXXXX REWORK LIMITS MAX. 0.1 mm (0.00394 in.) (2)

(1) AREAS FOR HARD CHROMIUM PLATING

(2) AREAS FOR CADMIUM PLATING

Repair of Threaded Bush
Figure 801

1. General (Ref. Fig. 001, 002, 003)
(Ref. Fig. 004)
The nose structure extends from the nose of the aircraft to FR18 at the top and sides and to FR19 at the bottom in order to integrate the nose landing gear well framework.
Nose Section (Sections 11 and 12) form the nose section.
Section 11 includes secondary radome structure forward of the pressure bulkhead, which is carried by FR1 and the fuselage between FR1 and FR10. This section corresponds to the flight compartment, from an operational point of view. The lower part includes an access door to an extending ladder between FR7 and FR10.
Section 12, which is located between FR10 and FR18/19 contains the forward passenger/crew door and the nose landing gear well. The forward lavatories and galleys, are located above the floor ; the avionics compartment is below the floor.
- Outside wall joints protected by bonded doublers or extra thickness, heavy frames reinforced with machined or die cast arcs, cross beams manufactured from a single extruded section struts, inside pressure walls stiffened by two types of stiffeners, aperture framework machined with thick edges, also stabilized by two orthogonal stiffening systems.

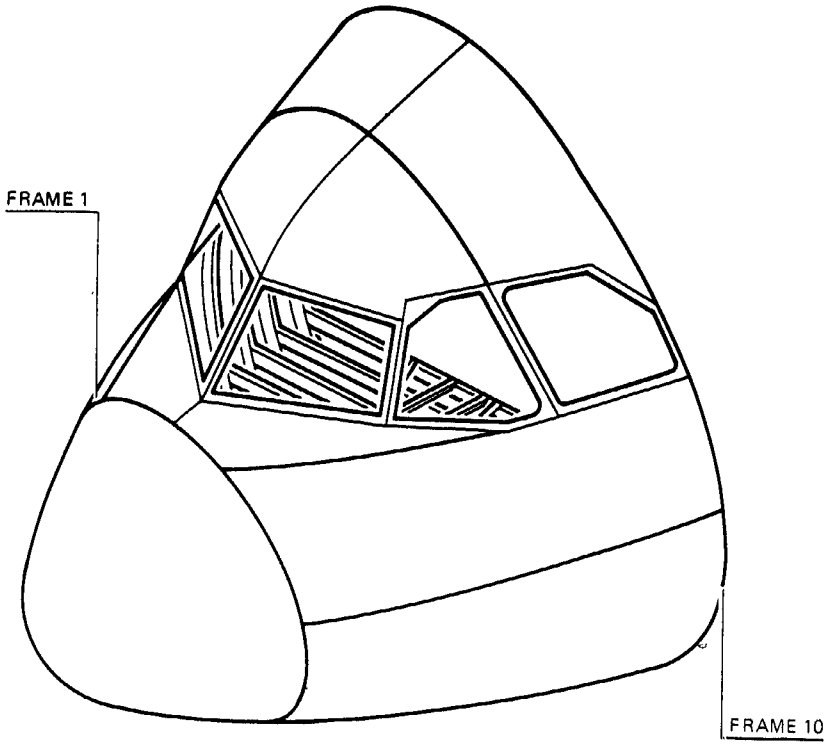
The fuselage skins consist of machined panels and formed sheet metal skin panels, both in light alloy.

R **ON A/C 001-005, 101-200,

2. Description (Ref. Fig. 005, 006)

A. Skins
Section 11 panels which contain areas of extra thickness, obtained by chemical etching :
- at their joints with the framework and adjacent panels,
- at the upper dome meridian stiffener stringers.

A honeycomb bird impact protection shield is fitted on the forward pressure bulkhead.
NOTE : The skin of the flight compartment roof in the zone forward of FR7 is made of titanium sheet.
The panels in section 12 are in constant thickness sheet reinforced by bonded doublers at longitudinal panel joints.
The upper skin panels are butt-jointed and riveted to the roof arch members and stiffeners.
The upper edges of lateral skin panels are butt-jointed with the frame of windows and windshield.
The lower edges form riveted lap joints with lower skins.
The lower skin panels, secured by rivets, contain the apertures for the glide antenna housing and service door.
On assembly the interfaces between each skin panel and its support component are coated with sealing compound.
Between FR10 and FR13 the upper skin panels (1) and lateral panels (2) are



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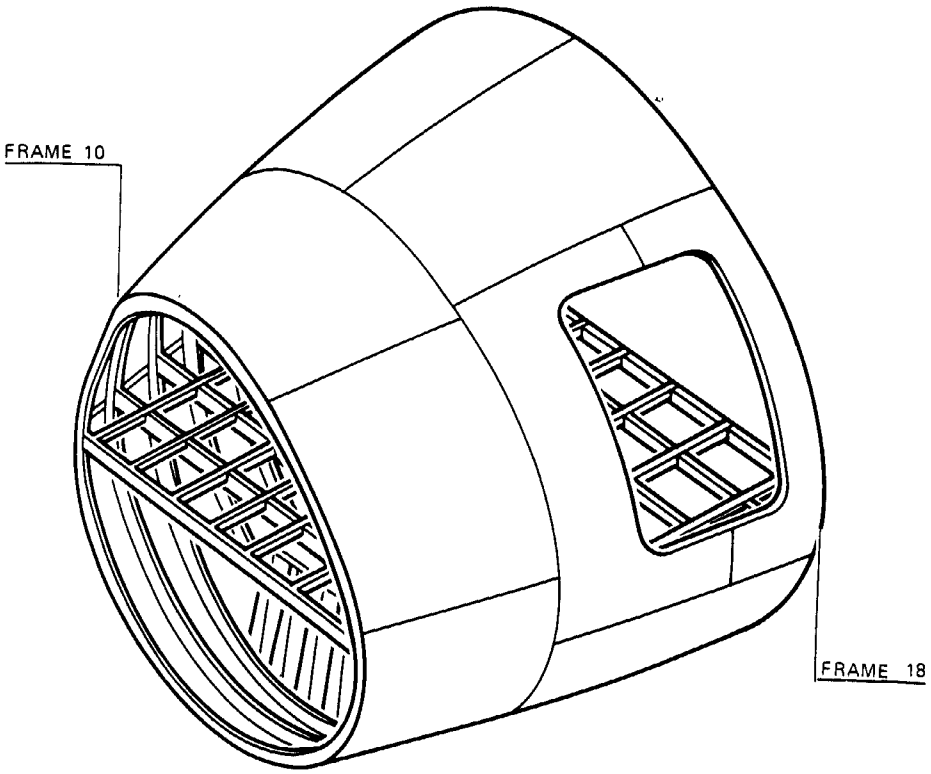
Nose Section (Section 11)
Figure 001



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Nose Section (Section 12)
Figure 002

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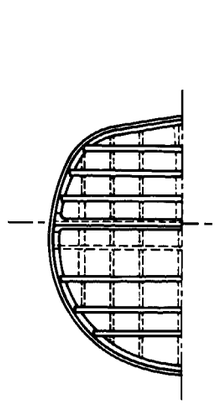
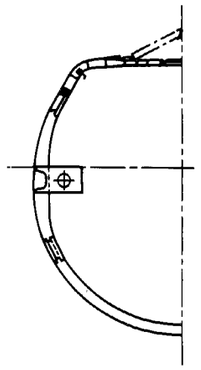
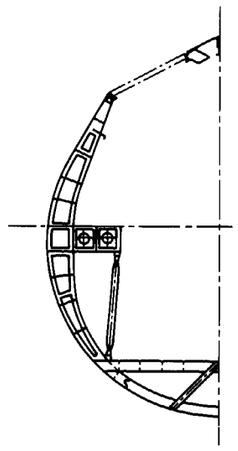


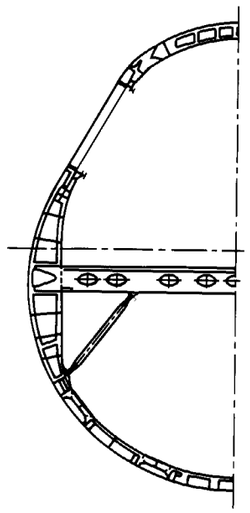
FRAME 1



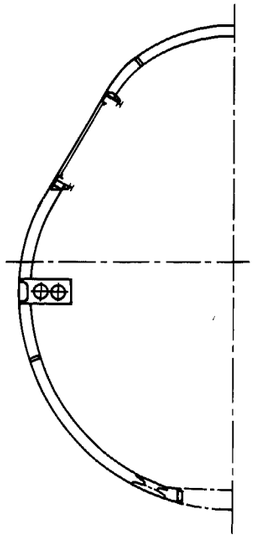
FRAME 2



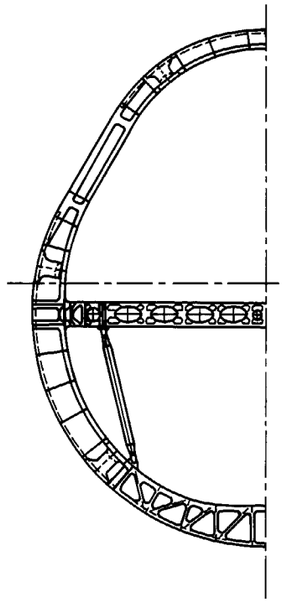
FRAME 4



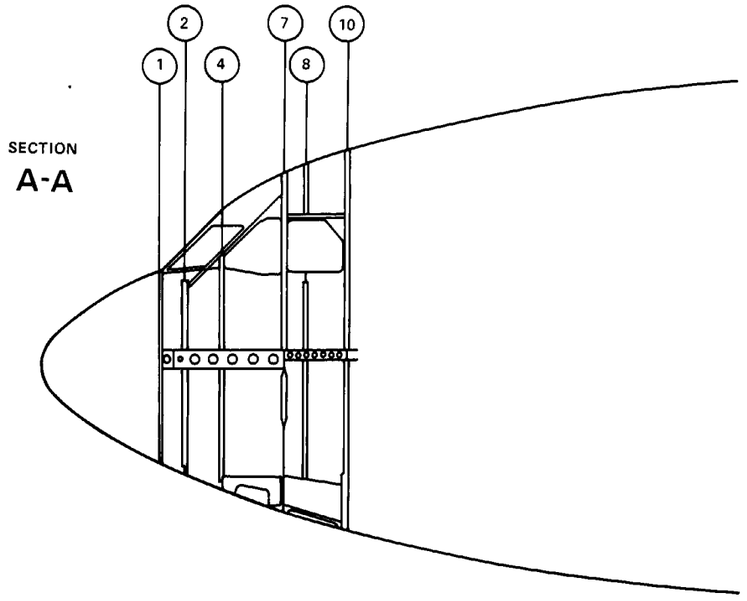
FRAME 7

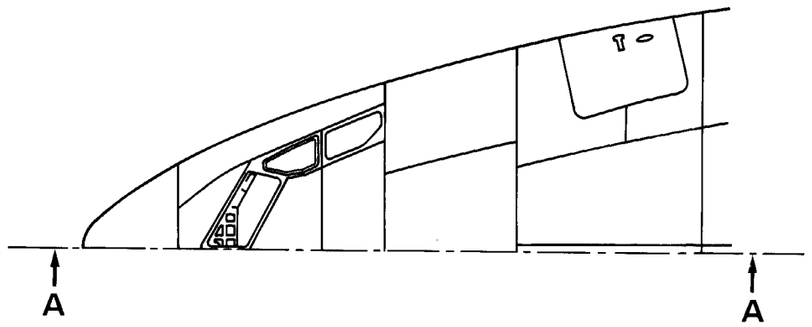


FRAME 8

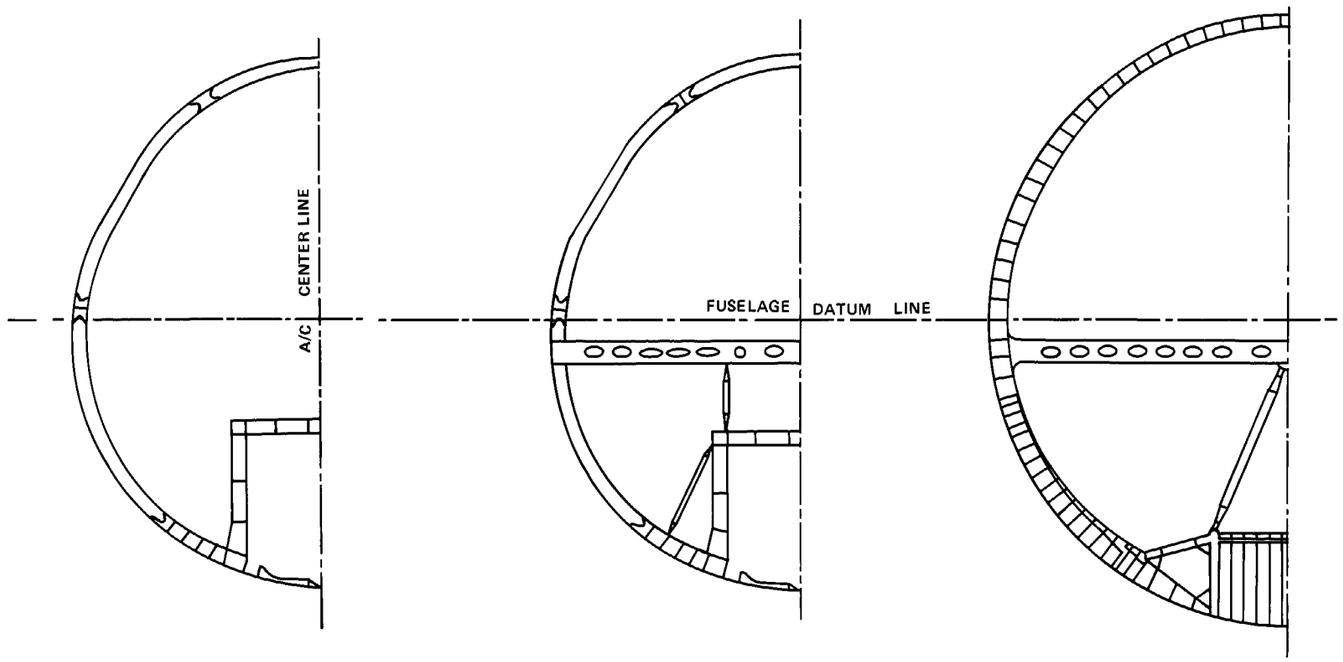


FRAME 10

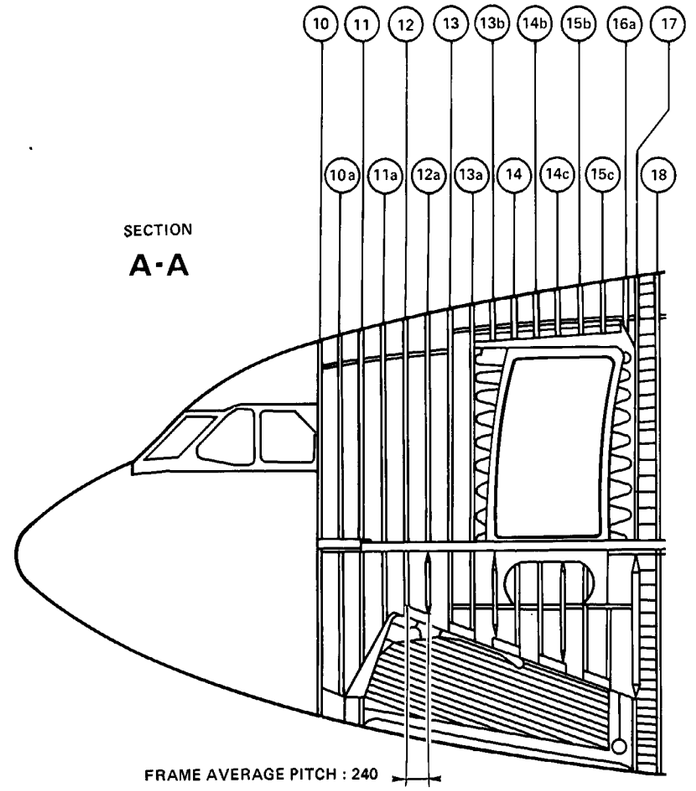


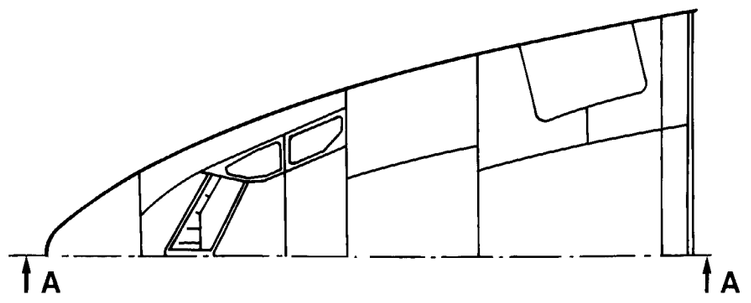


Nose Section (Section 11) - Details
Figure 003



FRAME 12 FRAME 12 A FRAME 17





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Nose Section (Section 12) - Details
Figure 004

EFFECTIVITY: ALL

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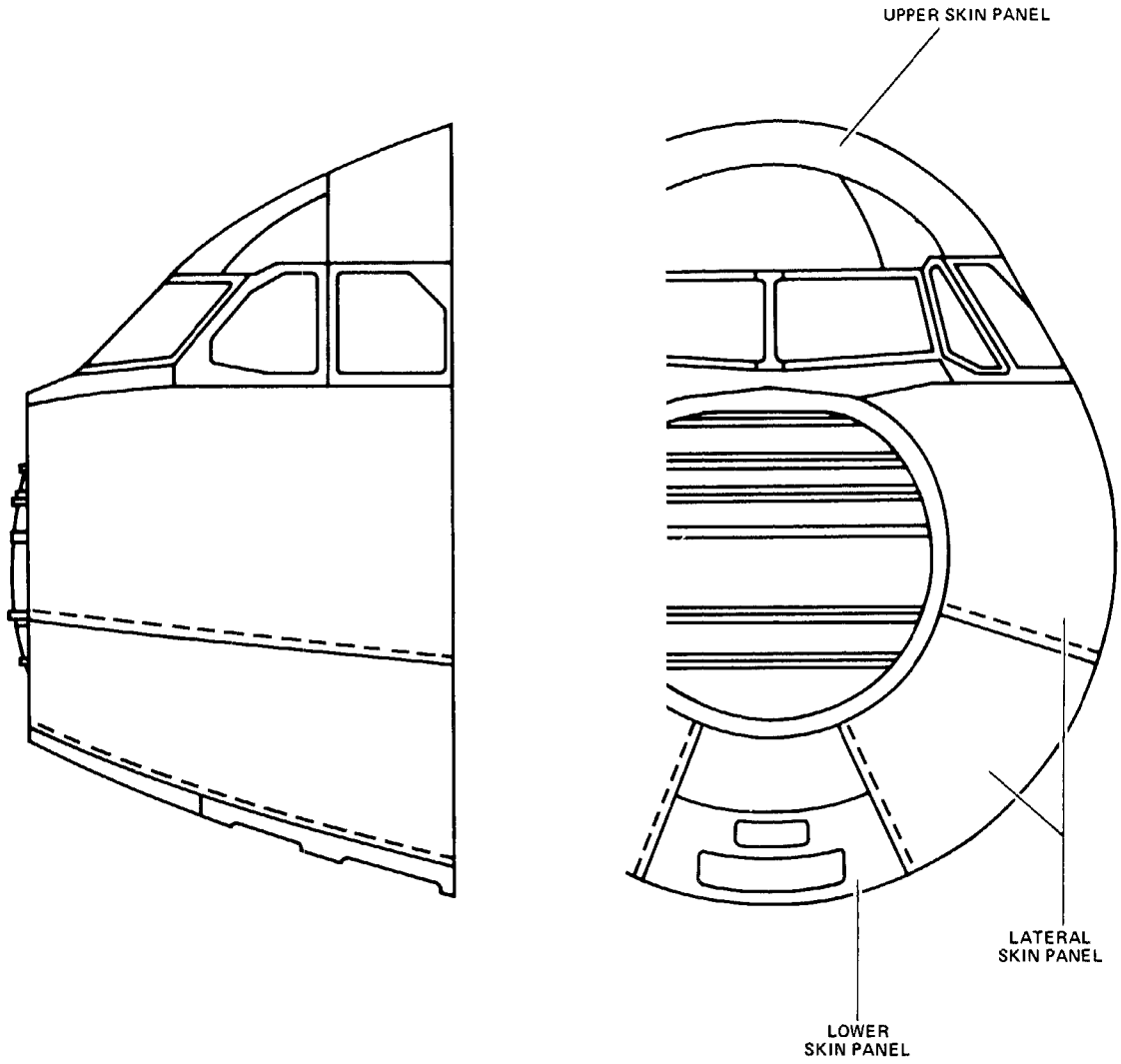
assembled, lap jointed. The lower skin panels (3) are butt jointed.
Between FR13 and FR18 the upper (1), lateral (2) and lower (3) skin panels are butt jointed on all edges.
Between FR14 and FR16A the RH and LH lateral panels contain the apertures for the FWD passenger/crew doors.
The lower skin panels between FR11 and FR17 contain the aperture for the nose gear well.
A gutter is installed between FR13B and FR18 above each of the fwd passenger/crew doors.
All skin panels are riveted to the structure with interposition of sealing compound.

**ON A/C 006-100,

2. Description (Ref. Fig. 005, 006)

A. Skins
Section 11 panels which contain areas of extra thickness, obtained by chemical etching :
- at their joints with the framework and adjacent panels,
- at the upper dome meridian stiffener stringers.
A honeycomb bird impact protection shield is fitted on the forward pressure bulkhead.
NOTE : The skin of the flight compartment roof in the zone forward of FR7 is made of titanium sheet.
The panels in section 12 are in constant thickness sheet reinforced by bonded doublers or chemical milling at longitudinal panel joints.
The upper skin panels are butt-jointed and riveted to the roof arch members and stiffeners.
The upper edges of lateral skin panels are butt-jointed with the frame of windows and windshield.
The lower edges form riveted lap joints with lower skins.
The lower skin panels, secured by rivets, contain the apertures for the glide antenna housing and service door.
On assembly the interfaces between each skin panel and its support component are coated with sealing compound.
Between FR10 and FR13 the upper skin panels (1) and lateral panels (2) are assembled, lap jointed. The lower skin panels (3) are butt jointed.
Between FR13 and FR18 the upper (1), lateral (2) and lower (3) skin panels are butt jointed on all edges.
Between FR14 and FR16A the RH and LH lateral panels contain the apertures for the FWD passenger/crew doors.
The lower skin panels between FR11 and FR17 contain the aperture for the nose gear well.
A gutter is installed between FR13B and FR18 above each of the fwd passenger/crew doors.
All skin panels are riveted to the structure with interposition of sealing compound.



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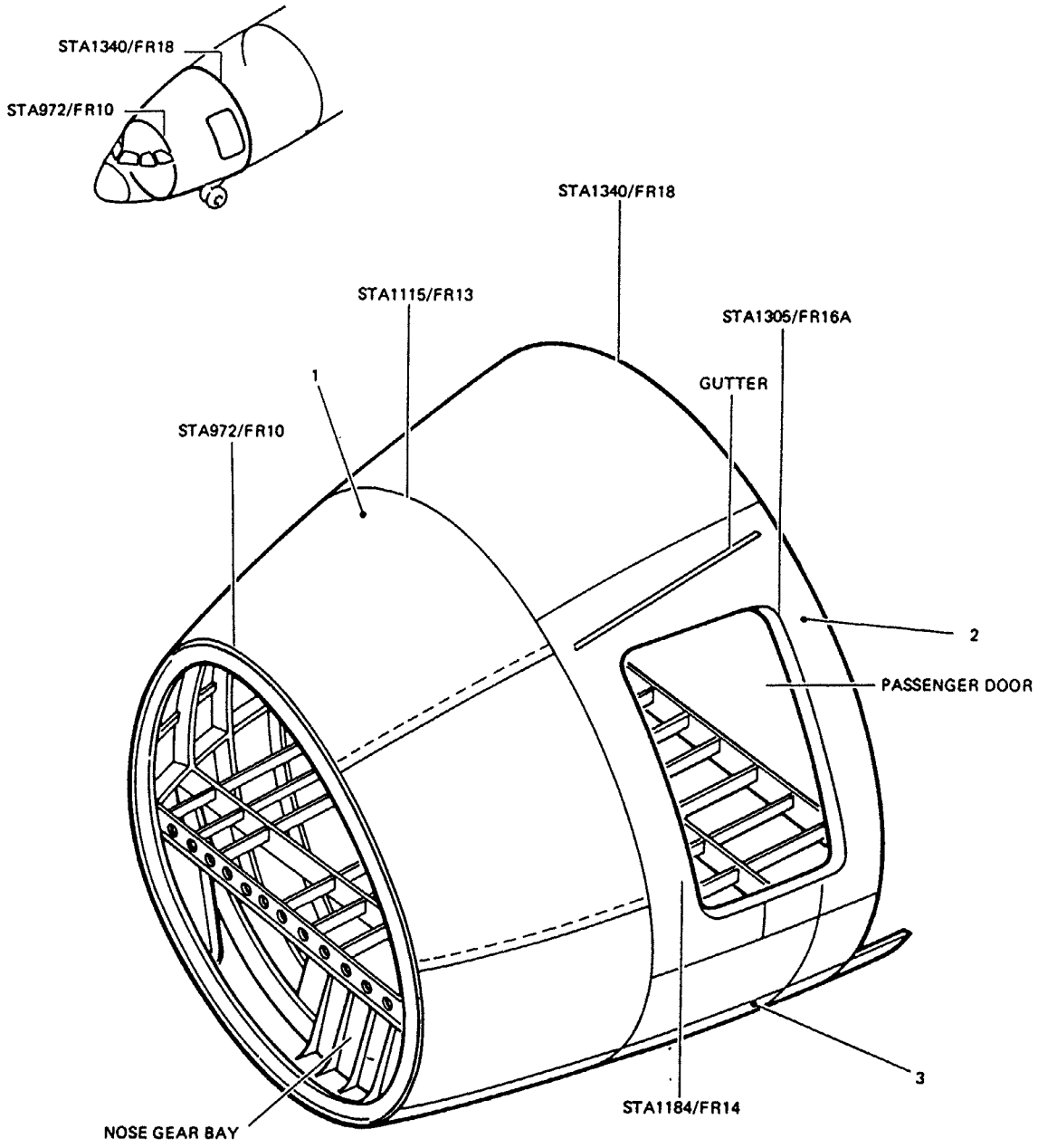
Fuselage Nose Section - Section 11
Figure 005



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Fuselage Nose Section - Section 12
Figure 006

R **ON A/C ALL

B. Main Support Structure
(1)Section 11 support structure mainly comprises :
- four closed frames 1, 2, 7 and 10,
- frame 4 which, although it is not closed at the top, forms a support for the windscreen members,
- continuous windscreen coamings (more or less horizontal) on which are supported the top and bottom arcs of the intermediate open frames,
- a box which runs along the fuselage at floor level, forming a second support for the intermediate frames : this box continues as far as the rear end of section 12,
- the vertical pressure bulkhead stiffening number (1),
- the floor support structure, which includes frame cross beams, machined spars, forming, in the majority, a continuation of the seat tracks, and the longitudinal box.

(2)Section 12 support structure mainly comprises :
- FR11, the lower part of which forms a heavy frame,
- main FR17,
- FR14 and 16A, forward passenger crew door frames (main frames in the door area),
- typical frames,
- nose landing gear wells,
- the longitudinal box along the side of the fuselage at floor level,
- cabin floor support structure.

C. Frames
(1)Main FR1 and pressure bulkhead
FR1 is in two parts :
- the outer boom, made up of an extruded section : one of the flanges bears on the skin and the other is attached to the pressure bulkhead,
- the inner frame boom and web in rolled sheet riveted to the outer boom section.

In order to improve fatigue life, at the bearing point of FR1, the outer skin has extra thickness, obtained by chemical etching, and the pressure bulkhead, frame joint area is protected by a bonded doubler.
The domed wall of the pressure bulkhead is made up of a thin sheet reinforced by two orthogonal stiffening structures situated on either side of the sheet (continuous stiffeners)
- the outside is stiffened with constant height horizontal stringers, whereas the inside is stiffened by vertical rolled sheet members whose cross section is very high and maximum in the middle.

Furthermore, the forward pressure bulkhead is stabilized by the floor level box which is attached to this bulkhead half way up.

(2)FR2
Although it is not a main frame, this closed ring, situated just forward of the instrument panel, forms, thanks to its rectilinear top, an efficient support for the lower windscreen coaming. The top is machined, the side and bottom arcs are in rolled sheet.

(3)FR4
This is a main frame, open at the top. The side arcs are machined, and are fitted with :
- at the top, the lower coaming and the oblique member,
- in the middle, the flight compartment floor level box supported by a strut
- at their base, an avionics compartment floor beam.

This frame is attached to the skin by two rows of rivets by means of an angle fixed to the outer boom of the frame.

(4)FR7
Main frame closed by the vertical member between the front and intermediate transparencies.
This fully machined frame includes a flight compartment floor beam which is made of one piece.
The side and bottom arcs have an outer boom with two flanges to permit double attachment to the skin.

(5)FR10
This closed main frame terminates section 11.
The ring (of evolutive height maximum at the lower portion) and the flight compartment floor beam, are entirely machined. There are shaped cross-sections, and the frame is attached to the skin by a double row of rivets by means of an angle attached to the outer boom.
The one-piece floor beam is obtained, as for the cabin typical frames, from a remachined section, and is supported by two rods.
FR10, with FR11 (the bottom portion of which constitutes a main frame) carries the vertical loads from the nose landing gear and retraction ball joint situated between these two frames.

(6)FR17
This heavy frame takes up the loads from the nose landing gear main bearings. Its dorsal arc only is made from rolled sheet with double attachment to the skin (separate angle) ; the other arcs are machined.
The lower part of the frame forms the front and back of the landing gear well.
The frame has a machined extruded floor beam supported by two struts which extend from the center of the beam to the top aft corners of the landing gear well.

(7)Section 11 - Typical frames
Section 11 typical frames are made up from a rolled sheet ring. There are no floor beams.

(8)Section 12 - Typical Frames
The side and dorsal rings of these frames are made of rolled sheet. They are attached to the skin by a double row of rivets by means of an additional angle fixed to the outer frame boom. The lower framework or arc, is entirely machined.
The rectilinear components forming the frame cut-out constitute the main stiffening structure for the landing gear well walls and the components in contact with the skin form the main stiffening structure for the well aperture framework.
Every third frame has a machined extruded cross beam, fitted into the ring. Their design is identical to that of the cabin typical frames and they are also supported by two rods. These rods are connected to the top

corners of the framework whose vertical components (situated in the extension of the rods) carry loads into the skin.
Two additional struts, connect the top corners of the framework directly to the skin, therefore reducing deformation of the lower arc.
The horizontal framework components on the landing gear well roof are stabilized by longitudinal diaphragms connecting every two frames.

R FUSELAGE SECTION 11 (STA638 TO STA972/FR10) - INSPECTION/CHECK

R CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE
R NOMINAL MATERIAL THICKNESS AS SPECIFIED IN SRM (STRUCTURAL REPAIR
R MANUAL).

R 1. Reason for the Job

R A. Visual check of structural assemblies or zones and various skin panels
R designated for inspection.

R 2. Equipment and Materials

ITEM	DESIGNATION
A.	Adjustable Access Platform from 1.5 to 7 m (5 ft. to 23 ft.)
Referenced Procedures	
- 25-12-11, P. Block 401	Heat and Sound Insulation
- 25-13-21, P. Block 401	Upper Sidewall Panels
- 25-13-31, P. Block 401	Lower Sidewall Panels
- 25-13-41, P. Block 401	Furnishings
- 25-23-11, P. Block 401	Ceiling Panels
- 25-54-12, P. Block 401	Sidewall panels
- 51-00-00, P. Block 801	Structures
- 51-23-10, P. Block 1	Paint Coatings
- 51-74-10, P. Block 801	Removal of Corrosion
- 53-11-00, P. Block 601	Fuselage Nose Section
- 53-11-27, P. Block 401	Avionics Compartment Floor Panels
	Structural Repair Manual (SRM)

R 3. Procedure

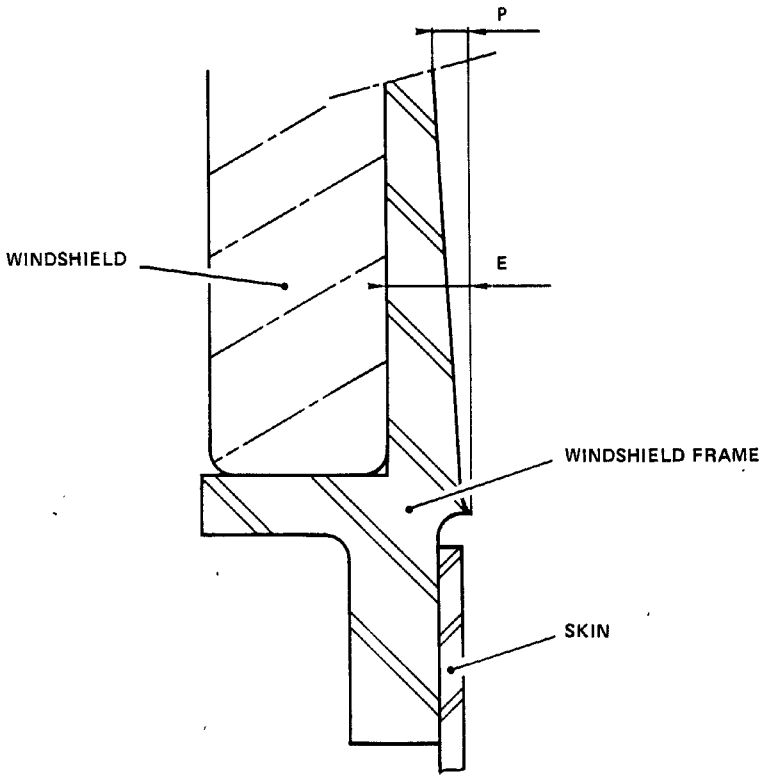
R A. Job Set-Up
R (1)Position access platform (A) at fwd cargo compartment door.
R (2)Open fwd cargo compartment door.
R (3)Open avionics compartment access door 131AZ(132AZ).
R (4)Remove insulation blanket from rear of pressure bulkhead (Ref. 25-12-11,
R P. Block 401).
R (5)Remove avionics floor panels between STA794/FR2 and STA949/FR9 (Ref.
R 53-11-27, P. Block 401).
R (6)Remove avionics compartment insulation blankets (Ref. 25-54-12, P. Block
R 401).
R (7)Position access platform (B) at fwd passenger/crew door.
R (8)Open fwd passenger/crew door.
R (9)Remove windshield center post lining panels (Ref. 25-13-11, P. Block
R 401).
R (10)Remove shield assemblies and insulation blankets for access to windshield
R center post (Ref. 25-12-11, P. Block 401).
R (11)Open overhead panel
R (12)Open Captain and First Officer's glareshield.

R (13)Remove trimming and lining panels from windshield and window frames (Ref. 25-13-21, P. Block 401).
R (14)Install access platform for inspection/check of skin panels.

R B. Inspection/Check
R (1)Check external paintwork for correct condition.
R NOTE : Refer to 51-23-10, P. Block 1, for repair of paint coatings.
R (2)Check joints between panels for loose rivets. Replace rivets if necessary.
R (3)Check for evidence of corrosion. If corrosion is found, Ref. 51-11-12, P. Block 801 for removal procedure.
R (4)Visually check structural components for evidence of buckling, cracks, scratches, loose rivets, corrosion, loose fasteners.
R NOTE : In the event that following visual check discloses suspected incipient crack, a nondestructive test must be performed.
R (a)Avionics compartment internal structure
R 1 Rib on aft face of forward pressure bulkhead.
R 2 Structure of avionics compartment
R NOTE : Check for corrosion in area of drain holes located on frames 1, 2, 3, 4 and 5. These holes are located at bottom of frames on either side of aircraft centerline.
R 3 Structure in area below entrance and lavatory.
R 4 Internal flight compartment floor structure.
R 5 Access door opening corners, panels between STA858/FR5 and STA972/FR10.
R 6 Lower skin panel-access door panel lateral splice.
R 7 Avionics compartment external skin plating STA766/FR1 and STA1340/FR18.
R (b)Flight compartment internal structure
R 1 Interior of windshield center post.
R 2 Upper attachment of windshield center post.
R 3 Lower attachment of windshield center post.
R 4 Frame member at STA794/FR2 above horizontal beam.
R 5 Frames 3(STA815), 5(STA858), and 6(STA881), between windshield and floor level.
R 6 Frame 4(STA836) between windshield and floor level.
R 7 Frame 7(STA904), above windshield, and between windshield and floor level.
R 8 Junction between windshield lower frame and upper side skin panel between STA766/FR1 and STA972/FR10.
R 9 Lower attachment of windshield side post at STA904/FR7.
R 10 Upper attachment of windshield side post at STA904/FR7.
R 11 Horizontal beam below windshield frame at cut outs for frames 2(STA794), 3(STA815) and 4(STA836).
R 12 Rear frame cap of closing panel at kinks below windshield.
R 13 Junction area between windshield closing panel, STA794/FR2 and STA836/FR4, windshield post and horizontal beam.
R 14 Aft side post of windshield.
R 15 Upper and lower internal structure of fixed and sliding side windows.
R 16 Junction between windshield lower skin panel and side skin panel between STA766/FR1 and STA972/FR10.

R 17 Upper side skin panel lower longitudinal skin splice between
R STA766/FR1 and STA972/FR10.
R 18 Flight compartment external skin plating.
R 19 Upper skin panel attachment at STA972/FR10.
R (c)External structure
R 1 Between STA794/FR2 and STA949/FR9 below avionics compartment floor.
R 2 Exterior of windshield center post.
R 3 At STA815/FR3 STA858/FR5 and STA881/FR6 between windshield and floor
R level.
R 4 At STA836/FR4 between windshield and floor level.
R 5 Upper side skin panel attachment at STA904/FR7, between windshield
R frame and floor.
R 6 Aft side post of windshield.
R 7 External structural parts of windshield frames and retainers.
R 8 Skin plating around glidescope antenna opening.
R (5)Permissible damage
R (a)Cracks and scratches in windshield frame (Ref. Fig. 601)
R The exposed sections are the outboard sections (visible).
R Five areas have been defined on the basis of scratch depth (p) versus
R frame thickness (E).
R Under no circumstances shall a crack which exceeds 50 mm (2 in.) in
R length be permitted.
R Area 1 : p = 0% to 10% of E
R Area 2 : p = 10% to 25% of E
R Monitoring every 9000 flights, repair at next Major Inspec-
R tion.
R Area 3 : p = 25% to 50% of E
R Return to base by revenue flight.
R Area 4 : p = 50% to 75% of E
R Return to base by ferry flight with cabin depressurized.
R Area 5 : p = more than 75% of E
R Replacement of windshield frame.
R NOTE : In the event that damage is located in corner of frame, criteria
R for next higher area shall be applied.
R (b)Cracks and scratches on panels (Ref. Fig. 602, 603)

R - Class 1 : This covers structural components without connecting parts
R or openings.
R - Class 2 : This includes structural components with attachment bolts
R or rivets as well as opening surrounds and some fittings.
R Permissible limits : one crack or one scratch per recess.
R Recess is the area delimited by two horizontal stiffeners and two ver-
R tical frames.
R Areas depicted on figure are plotted on the basis of crack or scratch
R depth versus length.
R Area 1 = Permissible damage.
R Area 2 = Monitoring every 9000 flights with elimination of scratch at
R next Major Inspection.
R Area 3 = Repair before completion of the next 50 revenue flights.
R Area 4 = Return to base by ferry flight with cabin pressure limited to
R 0.3 bar (4.3 psi).



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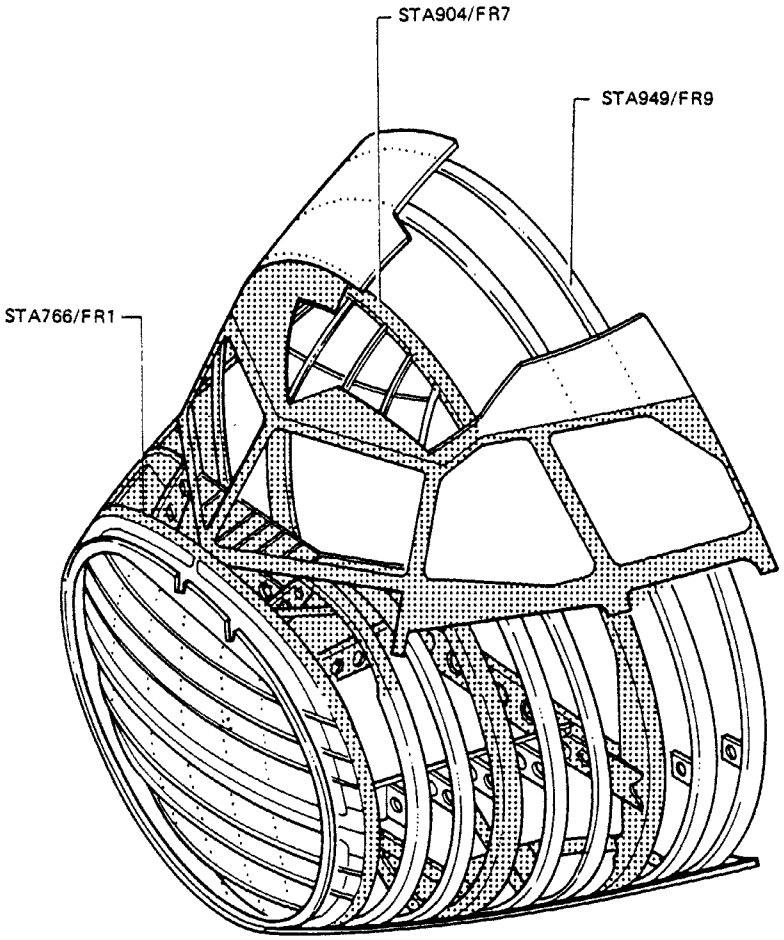
Damage on Windshield Frame
Figure 601



DEFINITION OF CLASSES

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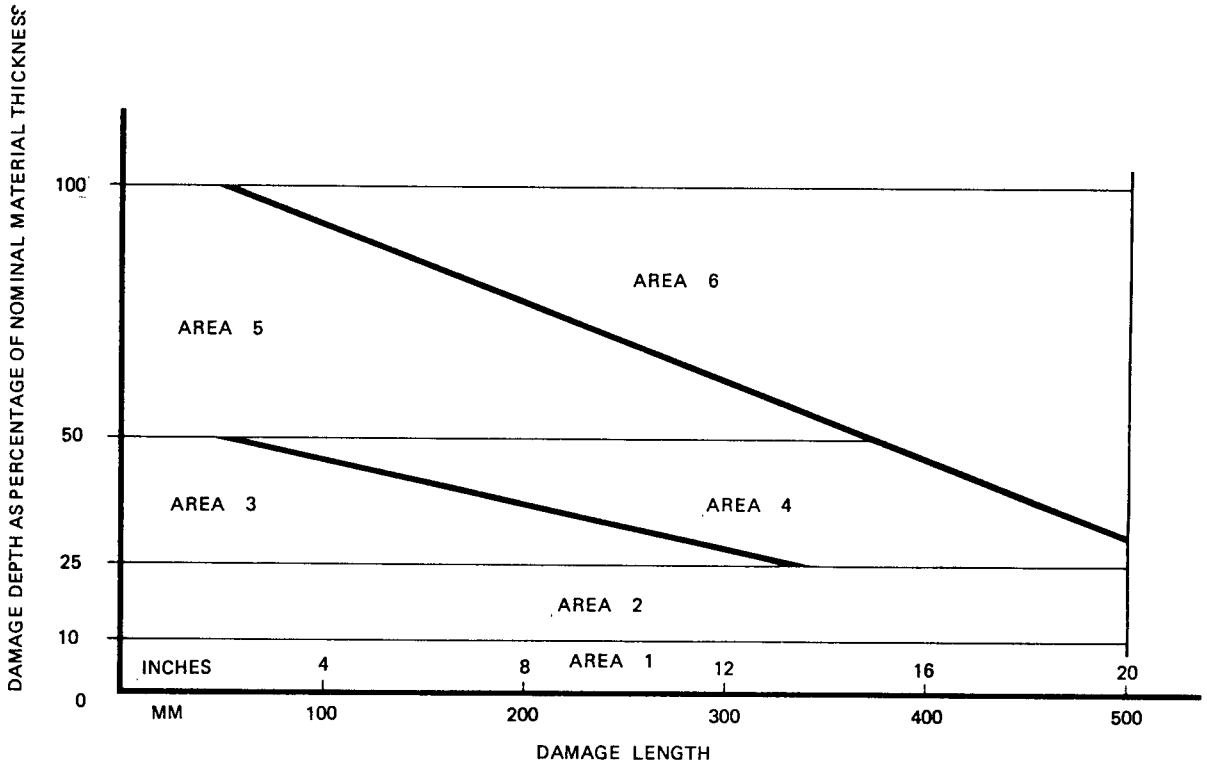
Definition of Classes
Figure 602



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R Permissible Damage
Figure 603

R Area 5 = Stop crack if necessary, and return aircraft to base by ferry
R flight with cabin depressurized, after authorization by air-
R frame manufacturer.
R Area 6 = Aircraft must be grounded.
R In the event there is more than one crack or scratch per recess, the
R following policy shall be applied :
R - With Class 1 - more than 2 scratches per recess : the point plotted
R on the above referenced figure shall be shifted to the
R next higher area.
R - With Class 2 - more than one scratch per recess, or
R - more than 10 % of fasteners between two frames
R - two ribs affected or more than one fitting
R - more than one fitting out of three of a splice affec-
R ted, or
R - more than 10% of depth in opening surround.
R Point plotted on figure must be shifted up one area.
R - Two superimposed defects, or
R - Lengthwise scratch in radius of opening surround
R Point plotted on figure must be shifted up two areas.
R (c)Dent
R With Class 1 : Depth of dent shall not exceed 2% of dent width and ma-
R ximum depth shall in any case not exceed 2mm (0.08 in.)
R with a maximum area of 4 cm2 (0.62 sq. in.).
R In the event that dent has resulted in deformation of a
R stiffener, even if the foregoing conditions are fulfil-
R led, a repair must be performed before completion of the
R next 50 revenue flights.
R With Class 2 : No dent permitted and decision regarding repair is con-
R tingent on airframe manufacturer authorization. No dent
R is permitted within a radius of 450mm (18 in.) around a
R sensor or probe.

R C. Close-Up
R (1)Make certain that working area in flight compartment is clean and clear
R of tools and miscellaneous items of equipment.
R (2)Install trimming and lining panels on windshield and window frames (Ref.
R 25-13-21, P. Block 401).
R (3)Close glareshield.
R (4)Close overhead panel.
R (5)Install shield assemblies and insulation blankets (Ref. 25-12-11,
R P. Block 401).
R (6)Install windshield center post lining panels (Ref. 25-13-11, P. Block
R 401).
R (7)Close fwd passenger/crew door.
R (8)Remove access platform (B) from fwd passenger/crew door.
R (9)Make certain that working area in avionics compartment is clean and clear
R of tools and miscellaneous items of equipment.
R (10)Install insulation blankets (Ref. 25-54-12, P. Block 401).
R (11)Install avionics compartment floor panels between STA794/FR2 and
R STA949/FR9 (Ref. 53-11-27, P. Block 401).
R (12)Install insulation blankets on aft face of pressure bulkhead (Ref.

R 25-12-11, P. Block 401).
R (13)Close avionics compartment access door 131AZ(132AZ).
R (14)Close fwd cargo compartment door.
R (15)Remove access platform (A) from fwd cargo compartment door.

LADDERS

1. General (Ref. Fig. 001)

A. Two ladders are located in the avionics compartment.
(1) A fixed ladder to gain access to the avionics compartment from the flight compartment.
(2) An extending ladder enabling direct access from the ground to the avionics compartment without using the passenger/crew door.

2. Description

A. Fixed Ladder
This ladder is made from light alloy section and tubing.
The lower part of the ladder is attached to a U section integral with the avionics compartment floor and the top is attached by two fittings on the flight compartment floor crossbeam. The ladder is accessible through access door 211PZ.

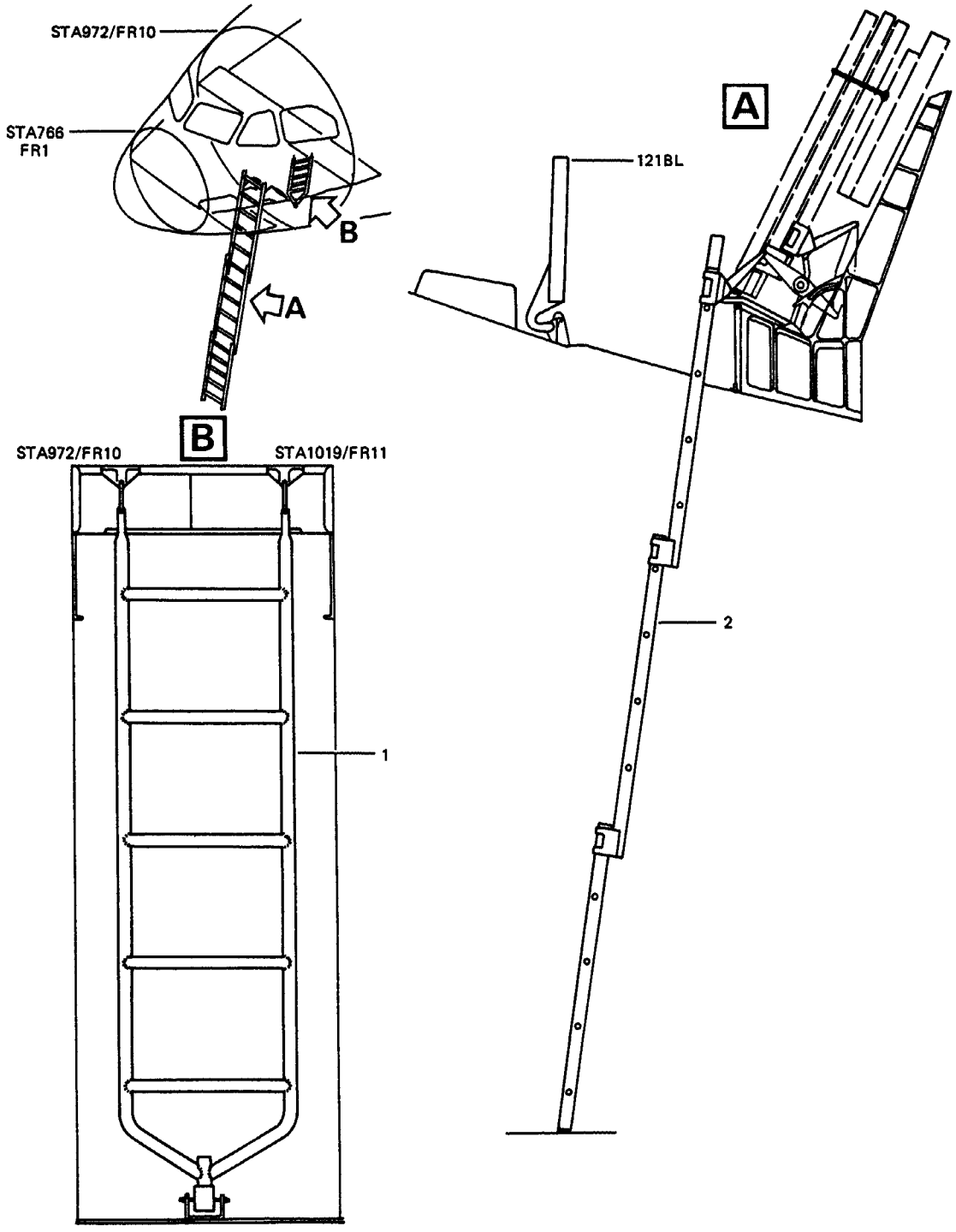
B. Extending Ladder (Ref. Fig. 002)
This ladder consists of :
- Three extending sections.
- A folding/stowage devide supporting the ladder which folds to the rear to enable ladder stowage.

(1) Extending sections (7, 8, 9)
They consist of two rectangular section uprights with tubular rungs, all in light alloy.
The lower section (7) slides into a fitting riveted to the lower part of the intermediate section. The intermediate section (8) slides into a fitting riveted to the lower part of the upper section. The upper section (9) slides into a fitting riveted to the folding/stowage device (5). Each section has two latches (4) at the lower part (one per upright). They enable latching of each ladder section in the retracted position. The latches are released by means of release stud (3). The lower and intermediate sections are provided with two latches (2) at the top (one per upright). These latches enable the latching of a ladder section with the adjacent one in the extended position. They are engaged by means of a pawl (1).

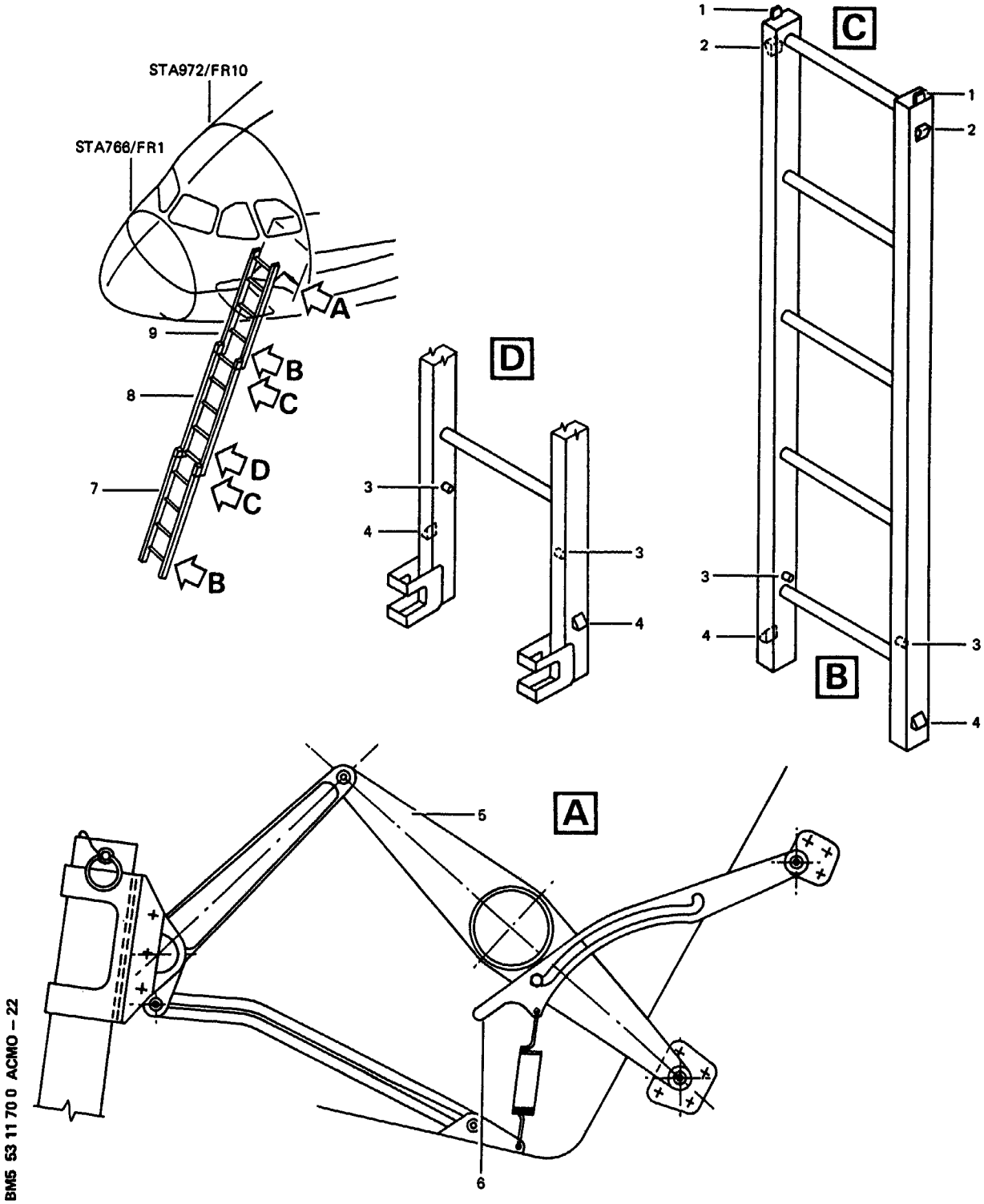
(2) Folding/Stowage device
This device, hinged to a horizontal pin, connects the ladder to the A/C structure. It pivots about a horizontal axis.
When in aft and latched position, the ladder is stowed in the up position. It is unlatched by means of a catch (6).
The forward part of this device is provided with a fitting in which the ladder upper section is retracted.

3. Operation (Ref. Fig. 002)

A. Folding Ladder



Ladders
Figure 001



Extending Ladder
Figure 002

R CAUTION : THE EXTENDING LADDER MUST BE OPERATED WITH CARE IN ORDER TO AVOID
R EXCESSIVE UNBALANCED LOAD ON LADDER ATTACHMENT FITTINGS.

(1)Unfolding
(a)Open, access door (121BL)
(b)Remove elastic chord
(c)Pull the folding/latching device catch (6) forward and at the same time, pull the folded ladder and place it at the door opening.
(d)Press the lower section release studs (3) and slide lower section downwards by means of the rungs.
When the lower section has reached the lower stop, make certain that the two upper latches (2) are correctly engaged.
(e)Repeat operations described in paragraph (d), for the intermediate section.
(f)Simultaneously press the two upper section release studs (3) and extend the lower section to the ground.

(2)Folding
(a)Pull the upper section upwards by the rungs. When in up position, make certain that latches (4) are correctly engaged in the forward fitting of folding/stowage device.
(b)Unlock the two upper latches (2) by means of the two pawls (1) and lift the intermediate section by its rungs.
When the intermediate section is in upper position, make certain that it is correctly latched.
(c)Repeat action in paragraph (b) for lower section folding.
(d)Move the ladder assembly rearwards until the folding/stowage device is locked.
(e)Install elastic chord.
(f)Close access door (121BL).

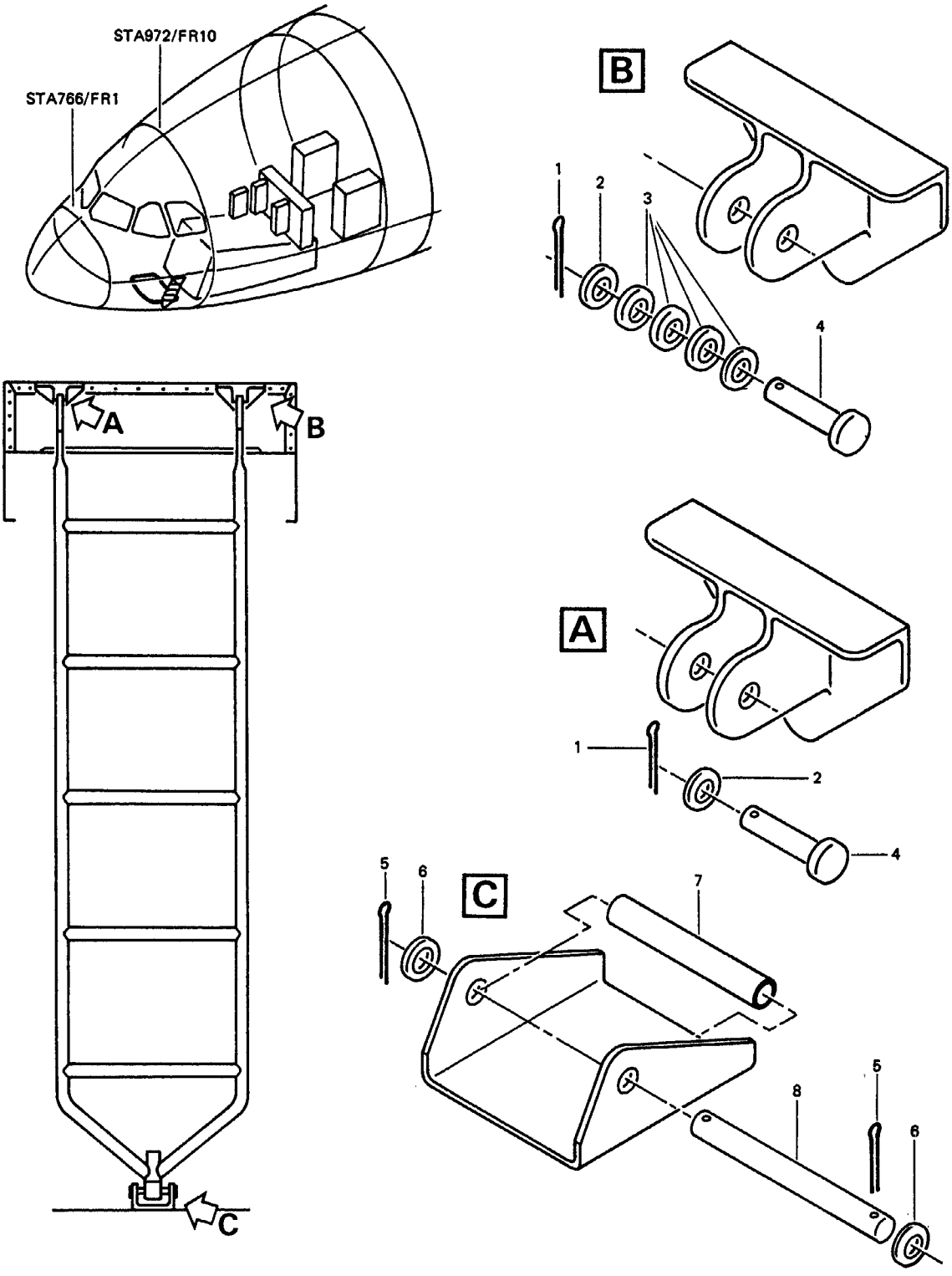
1. Procedure

A. Job Set-Up
(1)Position access platform at fwd passenger/crew door.
(2)Open fwd passenger/crew door.
(3)OPen access door (211PZ) in flight compartment.

B. Removal (Ref. Fig. 401)
(1)Remove cotter pins (1) and (5).
(2)Remove washers (6), pin (8), and spacer (7) from lower attachment.
(3)Remove washers (2), pins (4), and spacers (3) from upper attachments.
(4)Remove ladder.

C. Installation
(1)Position ladder.
(2)At upper attachments, install pins (4), spacers (3), washers (2) and cotter pins (1).
(3)At lower attachment, install spacer (7), pin (8), washers (6) and cotter pins (5).

D. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Close access door 211PZ in flight compartemnt.
(3)Close fwd passenger/crew door.
(4)Remove access platform.



Fixed Ladder
Figure 401

EXTENDING LADDER - REMOVAL/INSTALLATION

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 4.5 m (14 ft. 9 in.)
B. Material No. 04-002	Common Greases (Ref. 20-31-00)
C. Material No. 05-043	Special Materials (Ref. 20-31-00)

2. Procedure

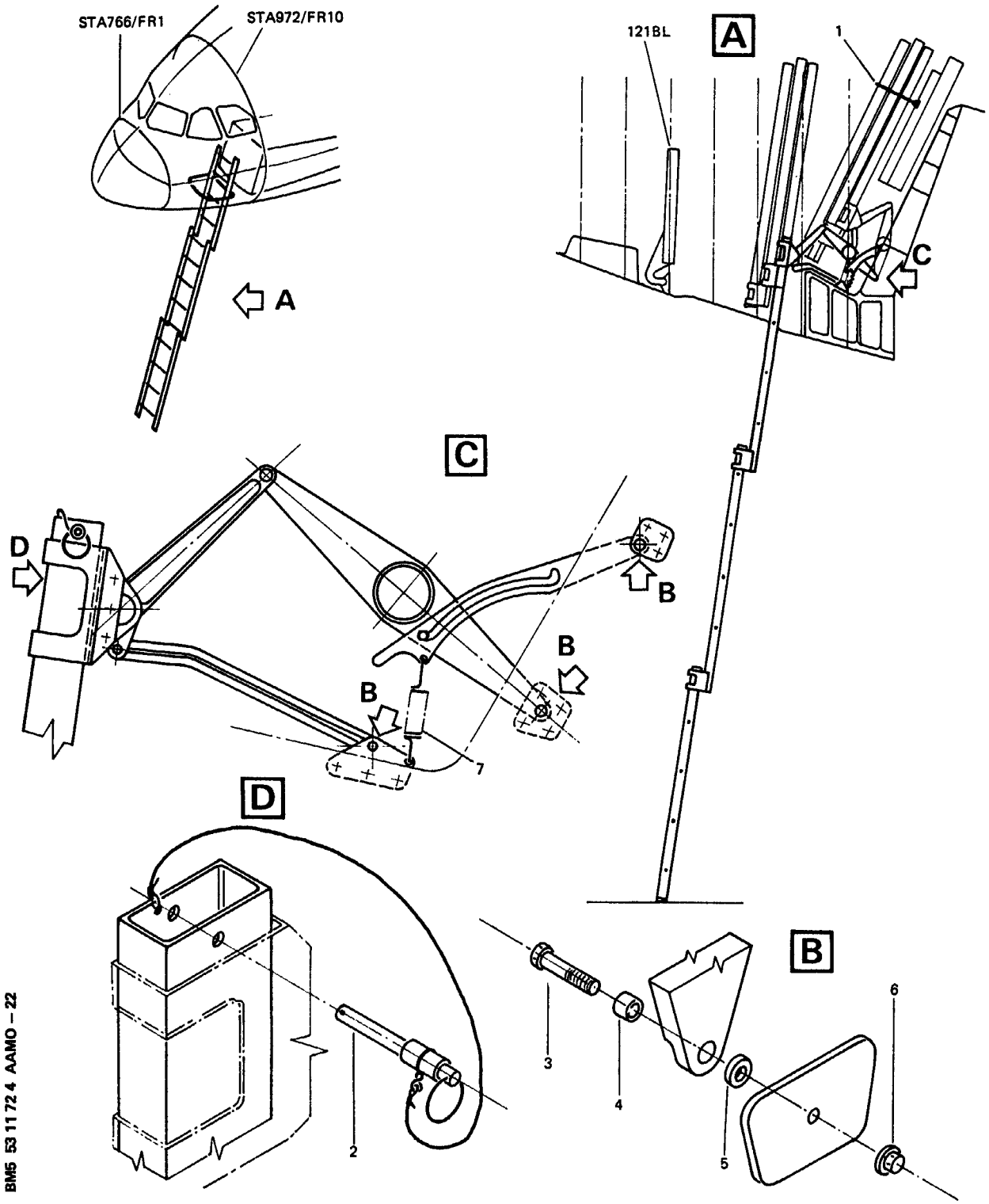
A. Job Set-Up
(1)Position access platform and open access door 121BL.

B. Removal
R CAUTION : THE EXTENDING LADDER MUST BE OPERATED WITH CARE IN ORDER TO AVOID
R EXCESSIVE UNBALANCED LOAD ON LADDER ATTACHMENT FITTINGS.
(1)Detach elastic cord (1).
(2)Extend ladder.
(3)Remove ball locking pins (2) from each upright.
(4)Remove ladder.
(5)Remove nuts (6), washers (5), bolts (3), spacers (4) and spring (7) then remove lifting mechanism.

C. Preparation of Replacement Component
(1)Lubricate all hinge points on lifting mechanism with Material No. 04-002.
(2)Lubricate the three faces of slides with Material No.05-043.

D. Installation (Ref. Fig. 401)
(1)Position new lifting mechanism.
(2)Install spacers (4), bolts (3), washers (5), nuts (6) and spring (7).
(3)Install new ladder and secure with ball locking pins (2) on each upright.

E. Close-Up
R CAUTION : THE EXTENDING LADDER MUST BE OPERATED WITH CARE IN ORDER TO AVOID
R EXCESSIVE UNBALANCED LOAD ON LADDER ATTACHMENT FITTINGS.
(1)Make certain that ladder functions correctly (extension and retraction).
(2)Place ladder in stowed position and secure with cord (1).
(3)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(4)Close access door 121BL.
(5)Remove access platform.



Extending Ladder
Figure 401

FUSELAGE SECTION 12 (STA972/FR10 TO STA1340/FR18)
DESCRIPTION AND OPERATION

NOTE : For description and operation of fuselage section 12 refer to 53-11-00, P. Block 1.

1. Visual Check of Structural Assemblies or Zones

R

A. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 2.8 m (9 ft. 2 in.)
B.	Access Platform 5.75 m (18 ft. 10 in.)
C.	Access Platform 1.5 m to 7 m (5 ft. to 23 ft.)
Referenced Procedures	
- 25-23-11, P. Block 401	Ceiling Panels
- 25-13-21, P. Block 401	Upper Sidewall Panels
R - 25-27-25, P. Block 401	Supernumerary Area Stowage
- 25-41-11, P. Block 401	Lavatory A
R - 25-71-12, P. Block 401	Heat and Sound Insulation
- 32-22-11, P. Block 301	Nose Gear Main Door (Ground Door(s) Opening)
R - 53-10-23, P. Block 401	FWD Main Deck Cargo Compartment Floor Panels
R - 53-12-27, P. Block 401	Avionics Compartment Floor Panels
R - 53-12-00, P. Block 001 (SRM)	Fuselage Nose Section
R - 53-12-29, P. Block 401	Umbrella Panels

B. Procedure

(1)Job set-up

(a)Position access platform (A) at fwd cargo compartment door.

(b)Open fwd cargo compartment door.

(c)Open door 131AZ (132AZ) for access to avionics compartment.

(d)Remove avionics compartment floor panels between STA972/FR10 and
R STA1340/FR18 (Ref. 53-12-27, P. Block 401).

(e)Remove avionics compartment insulation blankets between STA972/FR10
R and STA1340/FR18 (Ref. 25-71-12, P. Block 401).

(f)Open nose gear doors (Ref. 32-22-11, P. Block 301).

(g)Position access platform (C) at nose gear well.

(h)Position access platform (B) at fwd passenger/crew door.

(j)Open fwd passenger/crew door.

(k)Remove ceiling panels between STA1184/FR14 and STA1340/FR18 (Ref. 25-23-11, P. Block 401).

(l)Remove upper side wall panels between STA972/FR10 and STA1340/FR18 from above floor level to STGR9 (Ref. 25-23-21, P. Block 401).

(m)Remove LH fwd lavatory (Ref. 25-41-11, Page Block 401).

(2)Inspection/Check (Ref. Fig. 601)

(a)Visually check structural components for evidence of buckling, cracks, scratches, loose rivets, corrosion, loose fasteners.

1 Avionics compartment internal structure.

- Frames between STA972/FR10 thru STA1340/FR18, except at STA1163/FR14 and STA1285/FR16A, between floor level and 30 cm. (12 in.) down.
- Oblique frames at STA1163/FR14 and STA1285/FR16A between floor

level and stringer 30.
- Upper corners of nose gear well bow stiffeners.
- Lower corners of nose gear well bow stiffeners.
- Nose gear well arch at STGR44 level.
- Nose gear well arch No.15 on aircraft centerline.
- FR17 (STA1315) around STGR43, STGR48 and STGR51.
- Nose gear well side spar along stringer 49 between FR10 and FR11 (STA972 - STA1019) and FR17 and FR19 (STA1315 - STA13393).

2 Nose gear well internal structure
- Nose gear well rear bulkhead at STA1315/FR17.
- Angle at intersection of nose gear well roof and front face panel.
- Nose gear well side panels.
- Nose gear well front face panel.
- Nose gear well roof in vicinity of brace strut attach fitting.
- Nose gear well roof.

3 Passenger compartment structure.
- Frames 10 (STA972) and 11 (STA1019) from floor level up to STGR9.
- Between frames 10 (STA972) and 18 (STA1340) from STGR9 RH to STGR9 LH.
- FR10A (STA995) thru FR18 (STA1340) from floor level, 30 cm (12 in.) up, except at STA1163/FR14 and STA1285/FR16A.
- Oblique FR14 (STA1163) and FR16A (STA1285) from floor level, 30 cm (12 in.) up.

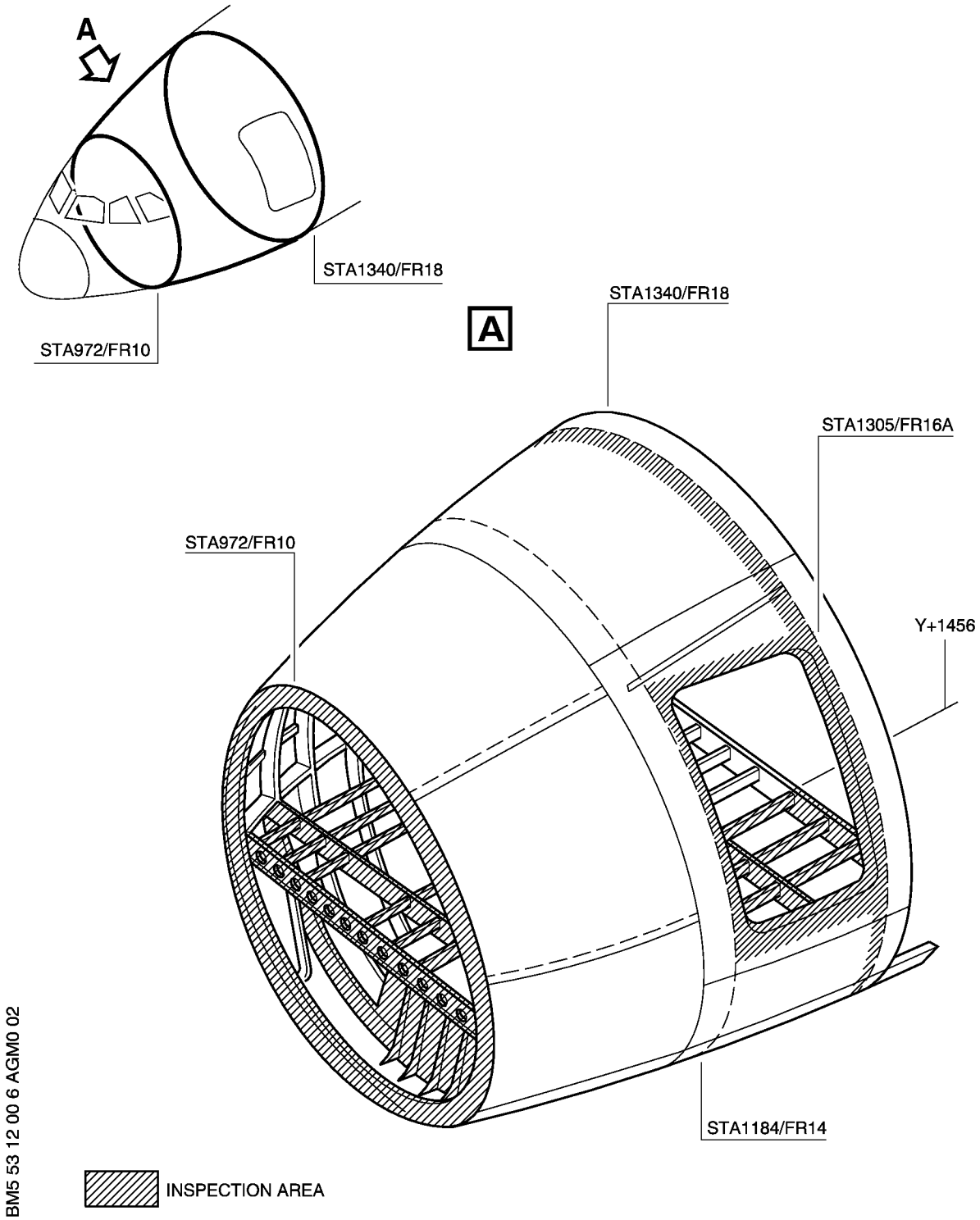
4 Avionics compartment external structure.
- Between FR10 (STA972) and FR18 (STA1340), except at STA1163/FR14 and STA1285/FR16A, from floor level, 30 cm (12 in.) down.
- Oblique FR14 (STA1163) and FR16A (STA1285) between floor level and and stringer 30.

5 External structure of nose gear well.
- Nose gear well roof in the vicinity of brace strut attach fitting.
- Nose gear well roof.

6 External structure of cabin.
- Between STA995/FR10A and STA1340/FR18 from STGR9 RH to STGR9 LH.
- Between STA995/FR10A and STA1340/FR18 from floor level, 30 cm (12 in.) up, except at STA1163/FR14 and STA1285/FR16A.

R 7 Make sure that there is no damage (Ref. SRM 53-12-00,
R P. Block 001).

(3)Close-up
(a)Make certain that working area in passenger compartment is clean and clear of tools and miscellaneous items of equipment.
(b)Install fwd LH lavatory (Ref. 25-41-11, P. Block 401).
(c)Not applicable
(d)Install upper side wall panels between STA972/FR10 and STA1340/FR18 from floor level to STGR9 (Ref. 25-23-21, P. Block 401).
(e)Install ceiling panels between STA1184/FR14 and STA1340/FR18 (Ref. 25-23-11, P. Block 401).
(f)Remove access platform (B) from fwd passenger/crew door.
(g)Remove access platform (C) from nose gear well.
(h)Close nose gear doors (Ref. 32-22-11, P. Block 301).
(j)Make certain that working area in avionics compartment is clean and



Fuselage - Section 12
Figure 601

R

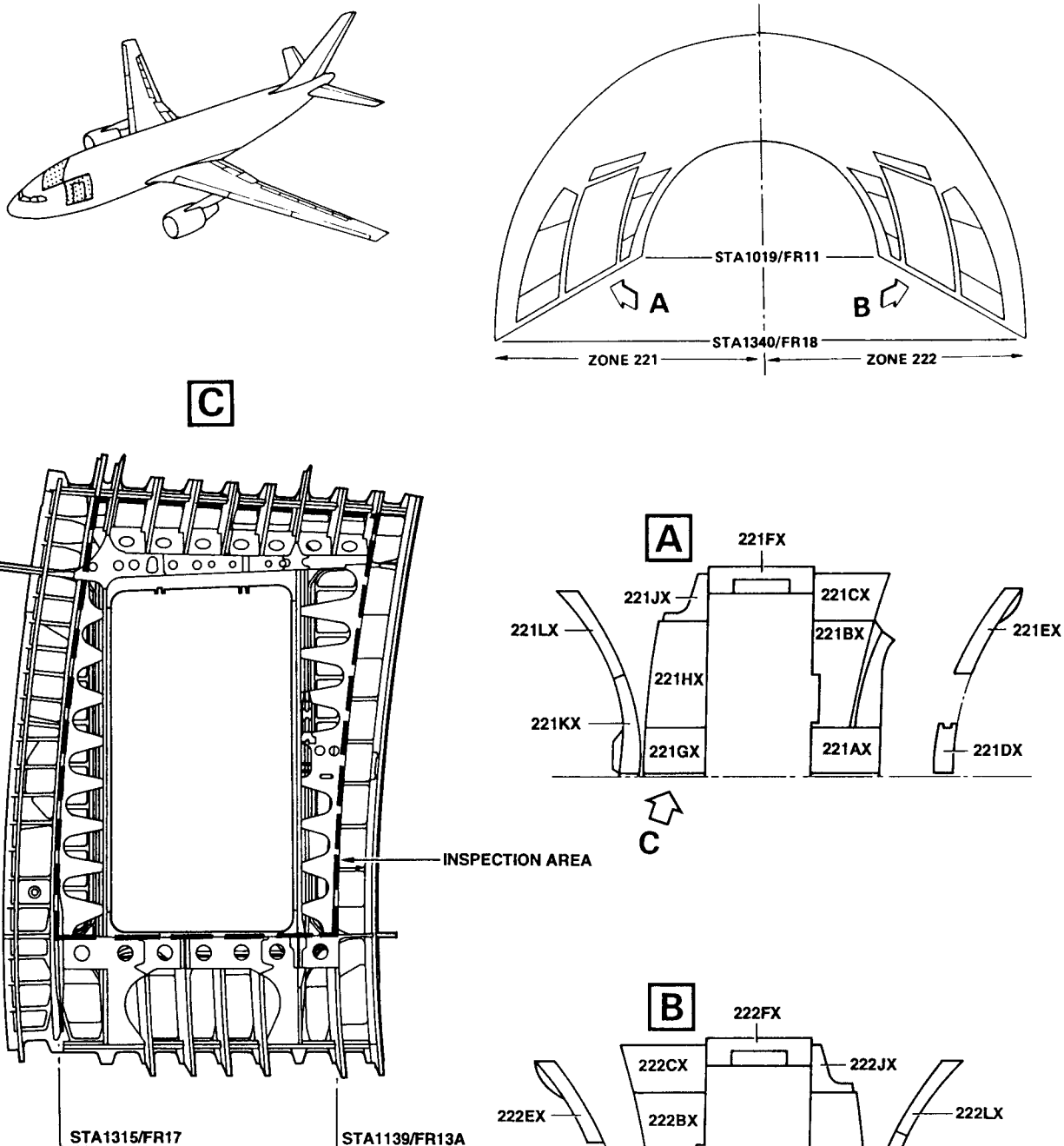
clear of tools and miscellaneous items of equipment.
(k)Install avionics compartment insulation blankets between STA972/FR10
R and STA1340/FR18 (Ref. 25-71-12, P. Block 401).
(l)Install avionics compartment floor panels between STA972/FR10 and
R STA1340/FR18 (Ref. 53-12-27, P. Block 401).
(m)Close avionics compartment access door 131AZ (132AZ).
(n)Close fwd cargo compartment door.
(p)Remove access platform from fwd cargo compartment door.

2. Visual Inspection of Internal Structure Around Fwd Passenger/Crew Door

A. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 5.75 m (18 ft. 10 in.)
Referenced Procedures	
- 25-23-41, P. Block 401	Door Frame Linings
R - 53-12-00, P. Block 001 (SRM)	Fuselage Nose Section

B. Procedure (Ref. Fig. 602)
(1)Job Set-Up
(a)Position access platform at fwd passenger/crew door.
(b)Open the fwd passenger/crew door.
(c)Remove panels 221AX, 221BX, 221CX, 221DX, 221EX, 221FX, 221GX, 221HX, 221JX, 221KX, 221LX, 222AX, 222BX, 222CX, 222DX, 222EX, 222FX, 222GX, 222HX, 222JX, 222KX, 222LX (Ref. 25-23-41, P. Block 401).
(2)Inspection /check
(a)Carry out detailed visual inspection of structure around forward passenger/crew door cutout above cabin floor between FR13A and 17 and between STGR 9 and 26 internal surface in zones 221 and 222.
- Make certain of absence of damage, cracks, corrosion and leaks on all
R the parts of the structure that you can see (Ref. SRM 53-12-00,
R P. Block 001).
(3)Close-up
(a)Make certain that working area is passenger compartment is clean and clear of tools and miscellaneous items of equipment.
(b)Install the panels around the forward passenger/crew doors (Ref. 25-23-41, P. Block 401).
(c)Close the fwd passenger/crew door.
(d)Remove access platform from the fwd passenger/crew door.



Forward Passenger/Crew Door Cutout Structure
Visual Inspection
Figure 602

SKIN PLATES - INSPECTION/CHECK

1. Reason for the Job
   Visual check of skin panels.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 1.5 m to 7 m (5 ft. to 23 ft.)
Referenced Procedures	
- 51-00-00, P. Block 801	Structures
- 51-74-10, P. Block 801	Removal of Corrosion
- 51-23-10, P. Block 1	Paint Coatings
- 53-12-00, P. Block 601	Fuselage Nose Section

3. Procedure

A. Job Set-Up
   Position access platform

B. Inspection
   NOTE : In the event that following visual check discloses suspected incipient crack, a nondestructive test must be performed.
   (1)Check external paintwork for correct condition.
      NOTE : Refer to 51-23-10, P. Block 1, for repair of paint coatings.
   (2)Check joints between panels for loose rivets. Replace rivets if necessary.
   (3)Check for evidence of corrosion. If corrosion is found, Ref. 51-74-10, P. Block 801 for removal procedure.
   (4)Visually check for scratches, cracks and buckling, especially in following areas :
      (a)Skin panel at STA1115/FR13 between STGR30 and STGR44.
      (b)Nose landing gear well surround panel between STA1315/FR17 and STA1393/FR19 and STGR43 LH and STGR43 RH.
      (c)Nose landing gear well surround panel longitudinal splice at STGR43 between STA1315/FR17 and STA1393/FR19.
      (d)Nose landing gear well surround panels
         - corners of nose landing gear well opening
      (e)Oblique splices on nose landing gear well surround panels.
      (f)Lower side panel longitudinal and lateral splices between STA1305/FR16A and STA1340/FR18.
      (g)Skin plating around forward passenger/crew door opening between STA1139/FR13A and STA135/FR17 between STGR9 and STGR28 especially in corners of door opening.
      (h)Upper skin panel lower longitudinal splices between STA972/FR10 and STA1340/FR18.
         NOTE : Permissible damage, Ref. 53-12-00, P. Block 601.
                Approved repairs, Ref. 51-00-00, P. Block 801.

C. Close-Up

Remove access platform.

AVIONICS COMPARTMENT FLOOR PANELS - REMOVAL/INSTALLATION

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 2.8 m (9 ft. 2 in.)

2. Procedure(Ref. Fig. 401)

A. Job Set-Up
(1)Position access platform at forward cargo compartment door.
(2)Open forward cargo compartment door (811).
(3)Open access door between cargo and avionics compartments 132AZ.

B. Removal
(1)Identify and mark locations of bolts.
(2)Remove bolts (4).
(3)Remove bolts (3) and washers (5).
(4)Remove bolts (2) and note their respective locations.
(5)Remove defective door thresholds (6).
(6)Remove defective avionics compartment floor panels (1).

C. Preparation of Replacement Component
(1)Check condition of replacement floor panels.
(2)Check condition of replacement door threshold.
(3)Check condition of removed bolts and washers and replace if defective.

D. Installation
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Position replacement floor panel(s) (1).
(3)Position replacement avionics compartment door threshold (6).
(4)Install bolts (4).
(5)Install washers (5) and bolts (3) and (2).

E. Close-Up
(1)Make certain that working area is clean and clear of tool and miscellaneous items of equipment.
(2)Close cargo compartment partition door 132AZ.
(3)Close forward cargo compartment door (811).
(4)Remove access platform.

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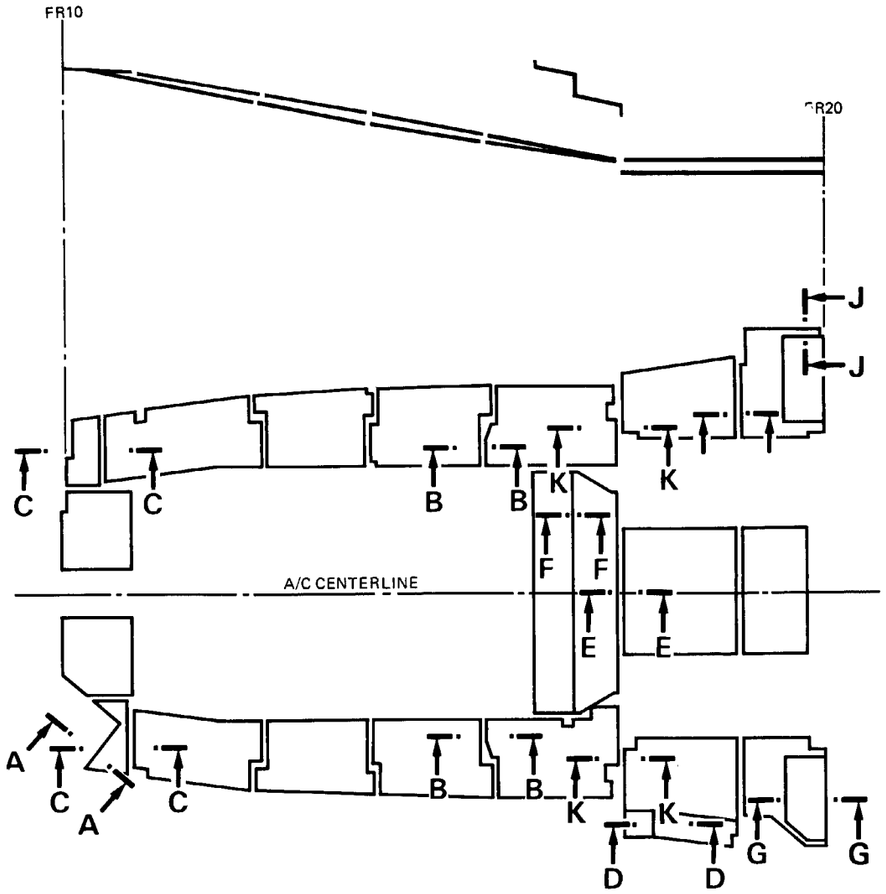
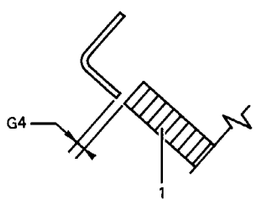
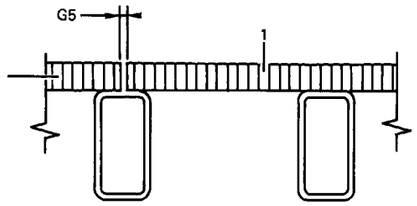


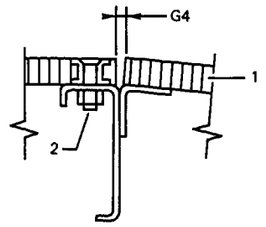
SECTION A-A



SECTION B-B



SECTION C-C



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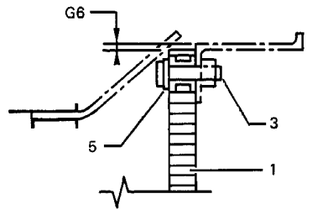

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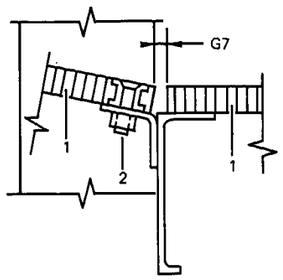

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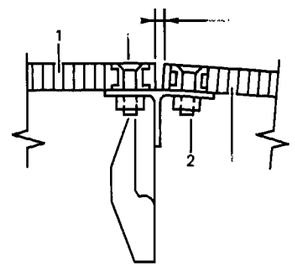

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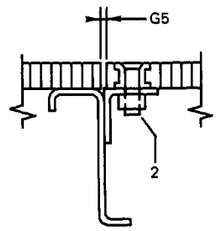
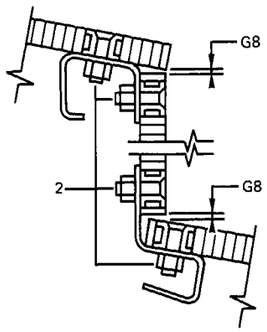
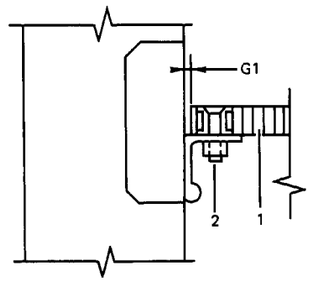


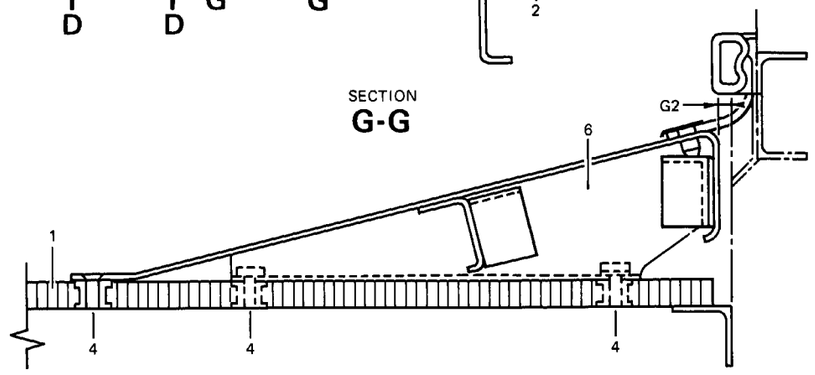
SECTION F-F



SECTION E-E



SECTION G-G



NOTE : G1 : Gap 2 ± 1 mm/0.079 ± 0.039 in.

G2 : Gap 6 ± 4 mm/0.236 ± 0.157 in.

G3 : Gap 2 $^{+2}_{-1}$ mm/0.079 $^{+0.079}_{-0.039}$ in.

G4 : Gap 3 ± 2 mm/0.118 ± 0.079 in.

G5 : Gap 2 $^{+2}_{-1.5}$ mm/0.079 $^{+0.079}_{-0.06}$ in.

G6 : Gap 2 $^{+3}_{-0.5}$ mm/0.079 $^{+0.118}_{-0.02}$ in.

G7 : Gap 4 $^{+2}_{-1}$ mm/0.157 $^{+0.079}_{-0.039}$ in.

G8 : Gap 1 $^{+3}_{-0.5}$ mm/0.039 $^{+0.118}_{-0.02}$ in.

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Avionics Compartment Floor Panels
Figure 401

AVIONICS COMPARTMENT FLOOR PANELS - SECTIONS 11 AND 12 - INSPECTION/CHECK

1. Reason for the Job
Visual check of avionics compartment floor panels.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 2.8 m (9 ft. 2 in.)

3. Procedure

A. Job Set-Up
(1)Position access platform at forward cargo compartment door.
(2)Open forward cargo compartment door (811).
(3)Open access door between forward cargo compartment and avionics compartment (132AZ).

B. Inspection/Check
(1)Visually check that avionics compartment floor panels show no sign of splintering.
(2)Check that floor panels show no sign of sagging.
(3)Check all floor panels for security of attachment.

C. Close-Up
(1)Close cargo compartment partition door (132AZ).
(2)Close forward cargo compartment door (811).
(3)Remove access platform.

UMBRELLA PANELS - REMOVAL/INSTALLATION

1. Reason for the Job

Replacement of damaged umbrella panels.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 4.6 m (15 ft.)
B.	Nonmetallic Scraper
C. Material No. 09-002	Polysulphyde Sealant
D. Material No. 11-003	Cleaning Agent
Referenced Procedures	
- 25-27-25, P. Block 401	Courier Area
- 25-41-11, P. Block 401	Lavatory A
- 25-58-00, P. Block 1	Main Deck Cargo Loading System
- 52-10-00, P. Block 1	Courier/Crew Doors
- 53-10-23, P. Block 401	FWD Main Deck Cargo Compartment Floor Panels

3. Procedure

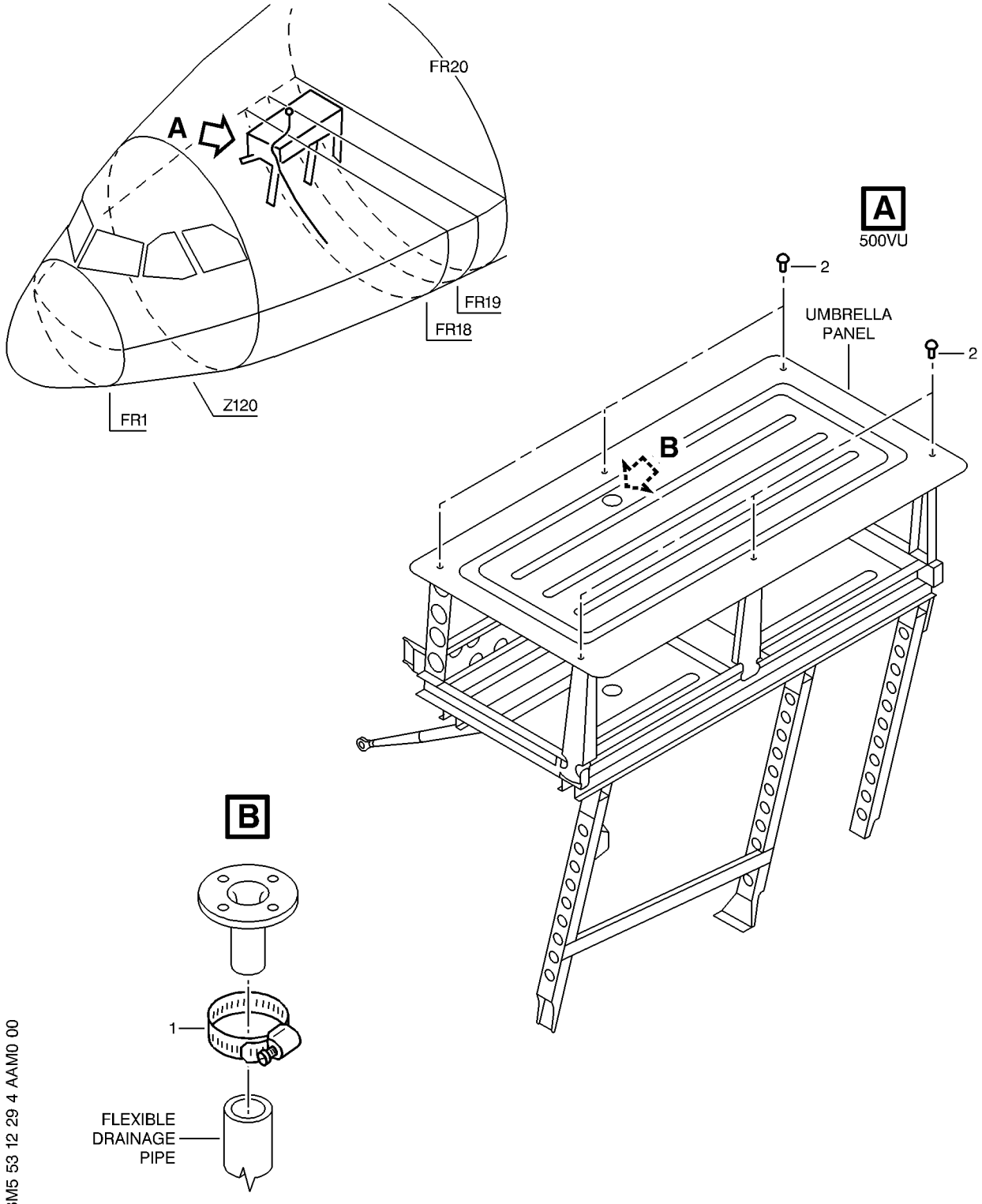
A. Job Set-Up

(1)Position access platform at the FWD Courier/Crew Door.
(2)Open the FWD Courier/Crew Door (Ref. 52-10-00, P. Block 1).
(3)Open access door 211PZ in flight compartment.
(4)Remove lavatory A (Ref. 25-41-11, P. Block 401).
(5)Remove the stowages in the courier area (Ref. 25-27-27, P. Block 401).
(6)Remove components of main deck cargo loading system (Ref. 25-28-00, P. block 1).

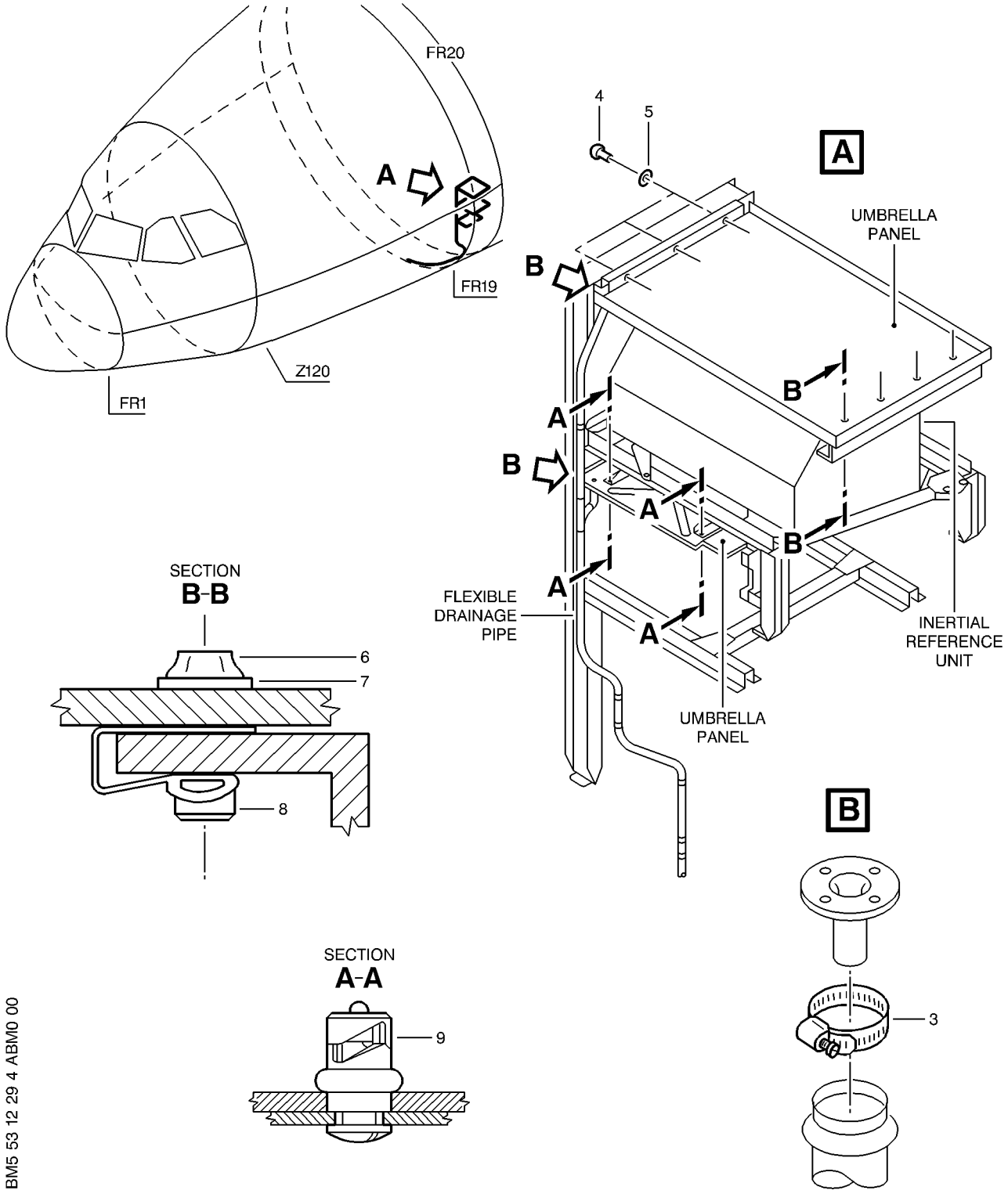
B. Removal

(Ref. Fig. 401, 402, 403)
(Ref. Fig. 404)

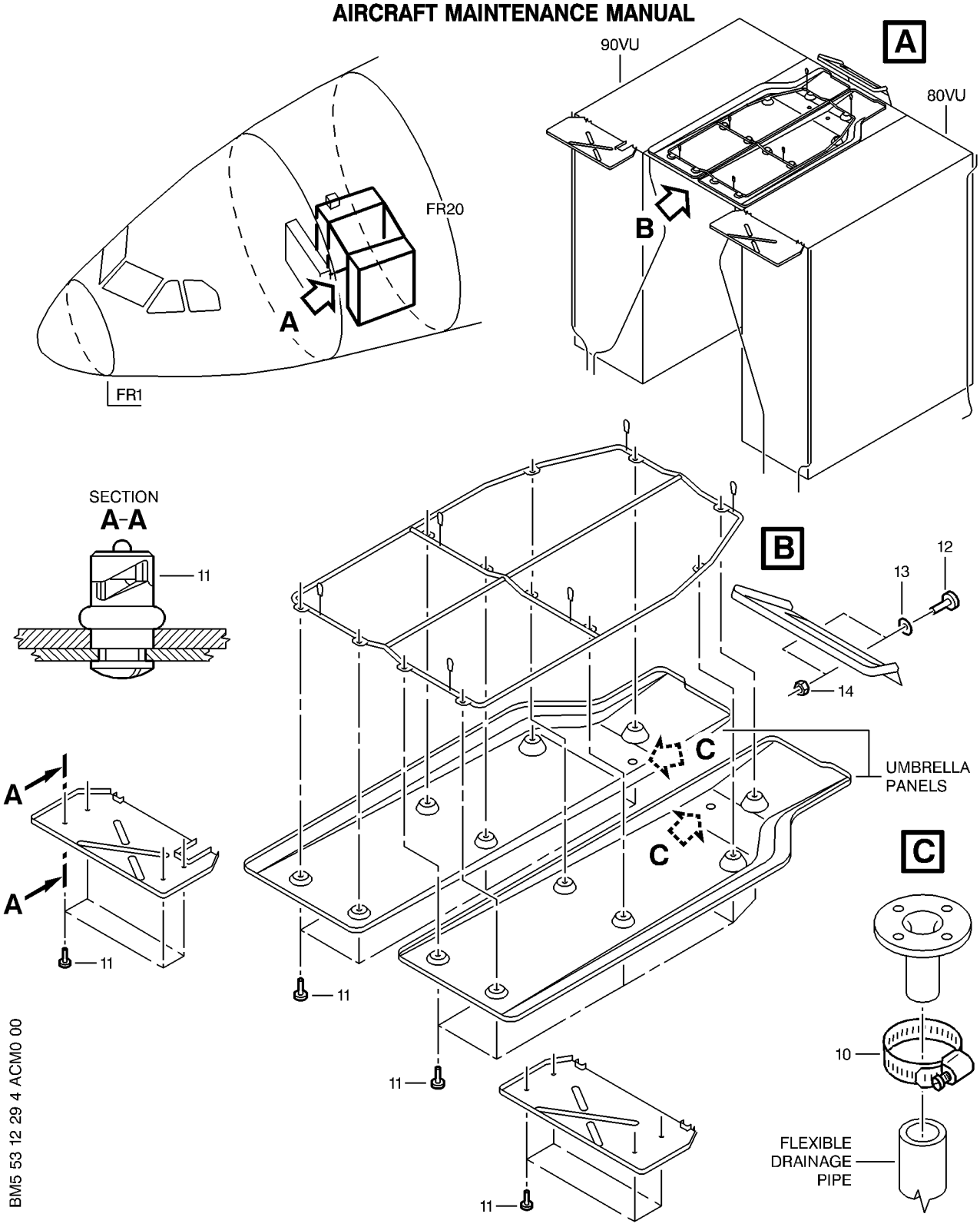
(1)For 500VU umbrella panel :
(a)Unscrew clamp (1) and disconnect the draining pipe at level of umbrella panel.
(b)Remove screws (2).
(c)Remove the umbrella panels.
(2)For Inertial Reference Unit umbrella panel :
(a)Unscrew clamps (3) and disconnect draining pipes at level of umbrella panels.
(b)On the top umbrella panel remove screws (4), (6), washers (5), (7), and nut-clips (8).
(c)On the bottom umbrella panel remove latches (9).
(d)Remove umbrella panels.
(3)For umbrella panels located between 80VU and 90VU :
(a)Unscrew clamps (10) and disconnect draining pipes at level of umbrella panels.
(b)Remove latches (11).



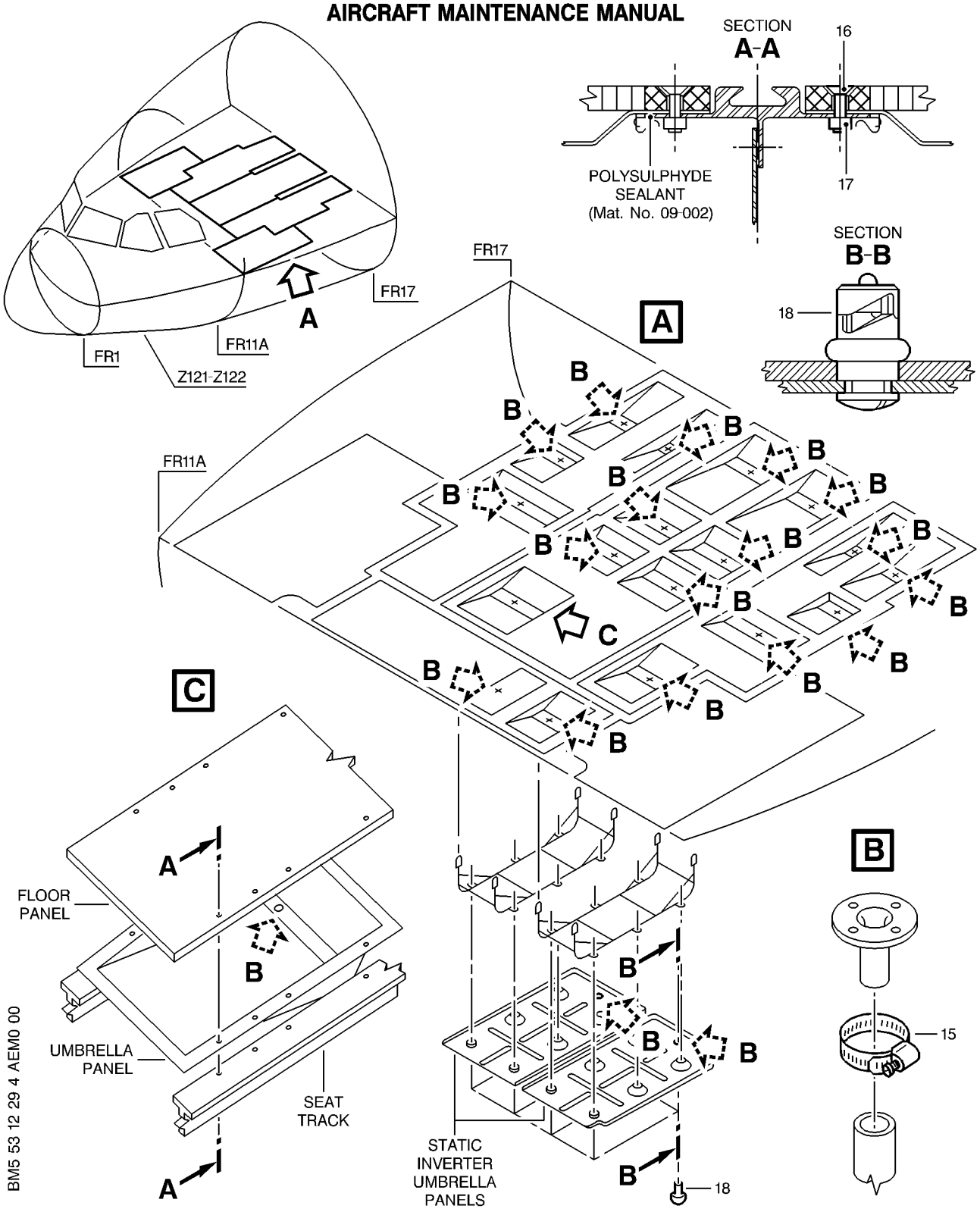
500VU Umbrella Panel
Figure 401



IRU Umbrella panels
Figure 402



80VU and 90VU Umbrella panels
Figure 403



Umbrella floor panels
Figure 404

(c)Remove screws (12), washers (13) and nuts (14).
(d)Remove the umbrella panels.
(4)For Static Inverter umbrella panels :
(a)Unscrew clamps (15) and disconnect draining pipes at level of umbrella panels.
(b)Remove latches (18).
(c)Remove the umbrella panels.
(5)For umbrella floor panels :
(a)Unscrew clamps (15) and disconnect draining pipes at level of umbrella panels.
(b)Remove screws (16) and nuts (17).
(c)Remove the FWD main deck cargo compartment floor panels between FR11 and FR20 (Ref. 53-10-23, P. Block 401).
(d)Remove the umbrella panels.

C. Preparation for installation
(1)Check umbrella panels for damage, and replace, if necessary.
(2)Remove old sealant (Material No. 09-002) from umbrella floor panels with a nonmetallic scraper and CLEANING AGENT (Material No. 11-003).
(3)Remove old sealant (Material No. 09-002) from seat tracks with a nonmetallic scraper and CLEANING AGENT (Material No. 11-003).

D. Installation
(1)For 500VU umbrella panel :
(a)Replace umbrella panel.
(b)Install screws (2).
(c)Connect the draining pipe at level of umbrella panels and fit with clamps (1).
(2)For Inertial Reference Unit umbrella panel :
(a)Replace umbrella panels.
(b)On the top umbrella panel install screws (4), (6), washers (5), (7), and nut-clips (8).
(c)On the bottom umbrella panel install latches (9).
(d)Connect draining pipe at level of umbrella panels and fit with clamps (3).
(3)For umbrella panels located between 80VU and 90VU :
(a)Replace umbrella panels.
(b)Install screws (12), washers (13) and nuts (14).
(c)Install latches (11).
(d)Connect draining pipes at level of umbrella panels and fit with clamps (10).
(4)For Static Inverter umbrella panels :
(a)Replace umbrella panels.
(b)Install latches (18).
(c)Connect draining pipes at level of umbrella panels and fit with clamps (15).
(5)For umbrella floor panels :
(a)Apply a bead of sealant (Material No. 09-002) on mating surfaces between umbrella panels and seat tracks.
(b)Install umbrella panels.
(c)Install the FWD main deck cargo compartment floor panels

(Ref. 53-10-23, P. Block 401).
(d)Install screws (16) and nuts (17).
(e)Connect the drain pipes (12) at level of umbrella panels and fit with clamp (15).

E. Close-Up
(1)Install the components of the main deck cargo-loading system (Ref. 25-58-00, P. Block 1).
(2)Install the stowages in courier area (Ref. 25-27-25, P. Block 401).
(3)Install the lavatory A (Ref. 25-41-11, P. Block 401).
(4)Make certain that working area is clean and clear of tools and miscellaneous items of equipments.
(5)Close access door 211PZ in flight compartment.
(6)Close FWD Courier/Crew door.
(7)Remove access platform.

R

1. Reason for the Job
Make sure that the drainage in the avionics bay and in the supernumerary area operates correctly.

2. Equipment and Materials

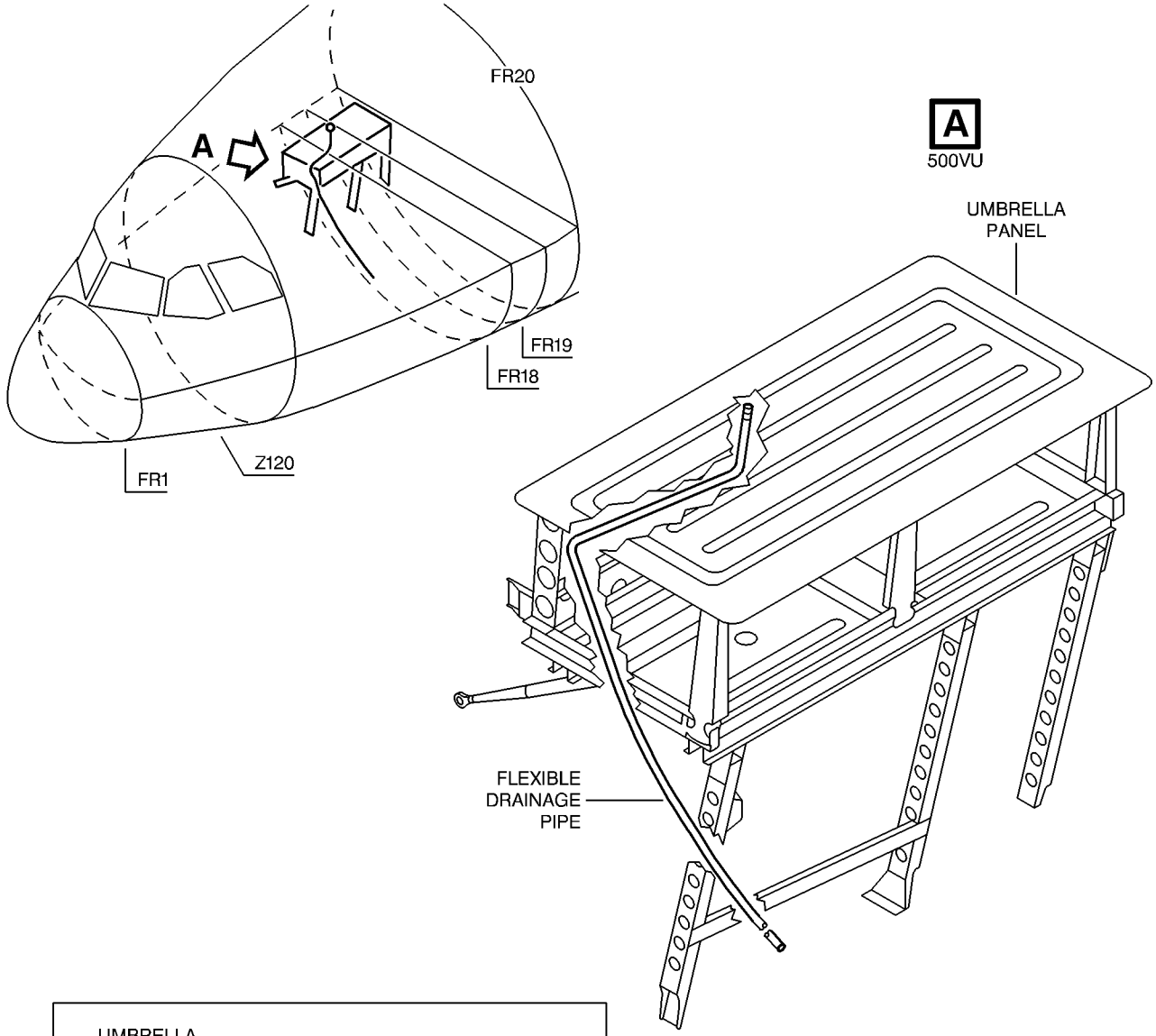
ITEM	DESIGNATION
A.	Access Platform 4.6 m (15 ft.)
B.	Clamp Tool
Referenced Procedures	
- 38-40-00, P. Block 301	Air supply
- 52-10-00, P. Block 1	Passenger/Crew Doors
- 53-10-23, P. Block 401	FWD Main Deck Cargo Compartment Floor Panels
- 53-12-29, P. Block 401	Replacement of Damaged Umbrella Panels

R 3. Operational Test of the Drainage of the Avionics Bay
R

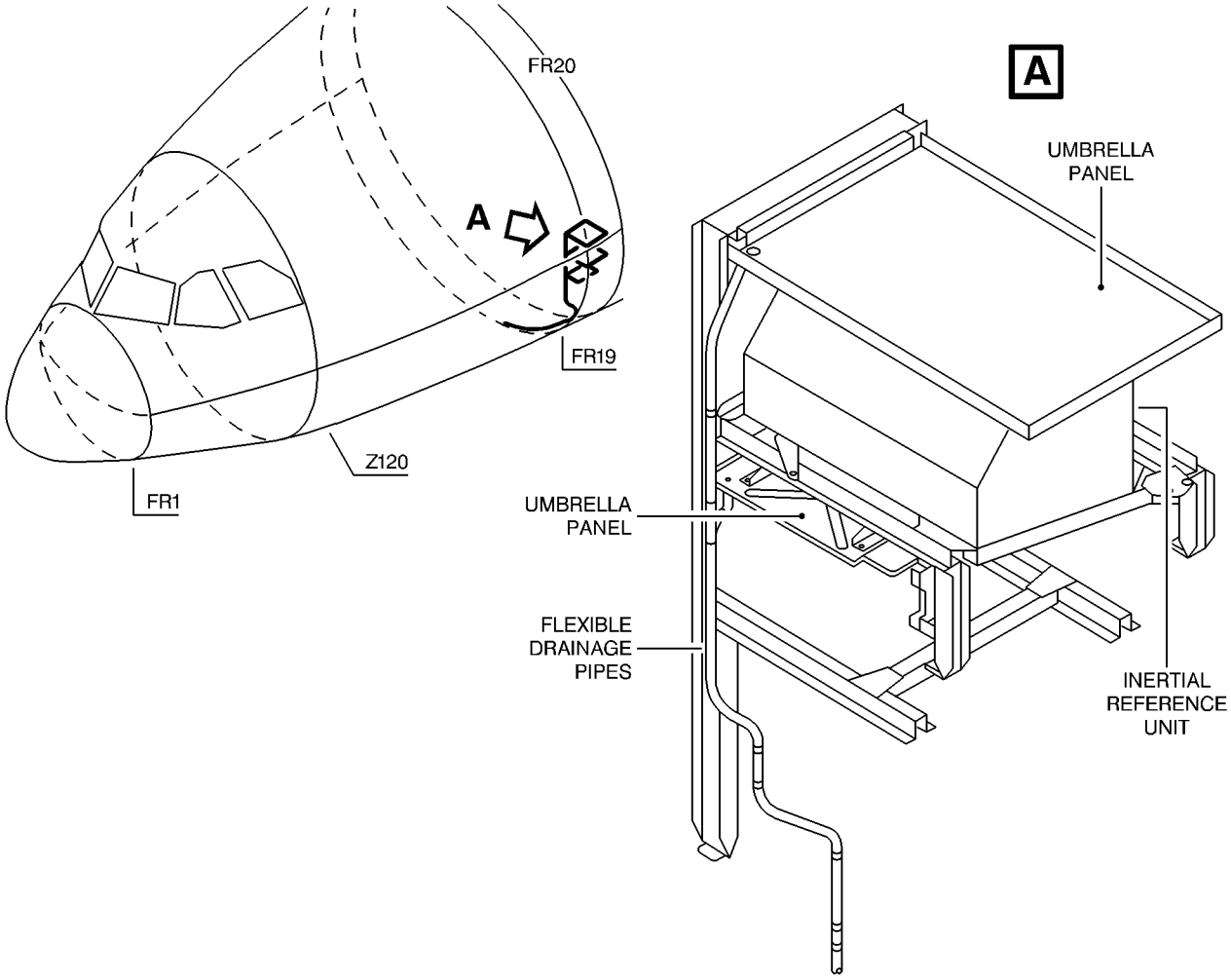
(Ref. Fig. 601, 602, 603)
(Ref. Fig. 604, 605)

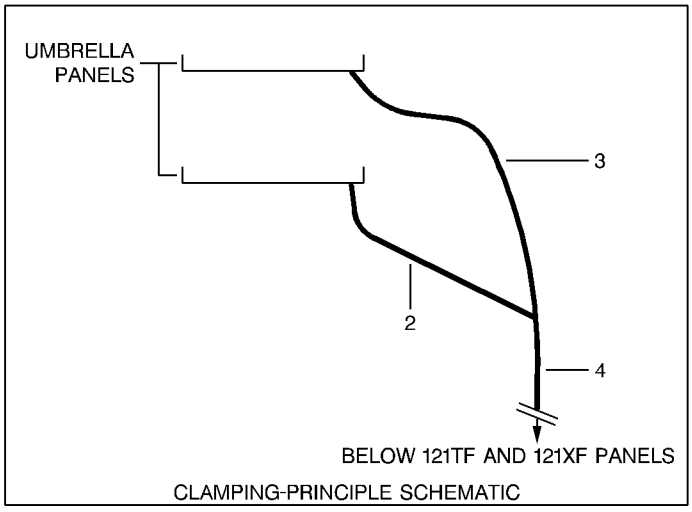
A. Job Set-Up
(1)Get Access
(a)Position access platform at the FWD Passenger/Crew Door.
(b)Open the FWD Passenger/Crew Door (Ref. 52-10-00, P. Block 1).
(c)Open access door 211PZ in flight compartment.
(2)Removal of the components
(Ref. Fig. 603, 604)
(a)On 80VU and 90VU umbrella panel, remove clamp (17) and disconnect drainage pipes (5), (6), (7), (8), (9), (12), (13), (14), (15), and (16).
(b)On 101VU, 107VU, and 282VU remove clamp (25) and disconnect drainage pipes (18), (19), (21), and (23).

B. Procedure
(1)Inspection
(a)Do a visual check of the umbrella panels.
(b)If necessary, replace umbrella panels (Ref. 53-12-29, P. Block 401).
(2)Operational test
CAUTION : WEAR PROTECTIVE GOGGLES WHEN USING COMPRESSED AIR.
DEBRIS AND/OR HIGH PRESSURE AIR CAN DAMAGE YOUR EYES.
DO NOT POINT COMPRESSED AIR AT YOUR SKIN AS THE AIRSTREAM CAN CAUSE CUTS.
(a)Isolate the line which must be tested
1 For drainage pipe of 500VU umbrella test :
(Ref. Fig. 601)
- No specific task to test line (1).
2 For drainage pipes of Inverter Reference Unit umbrella test :
(Ref. Fig. 602)



500VU Drainage Pipe Installation
Figure 601





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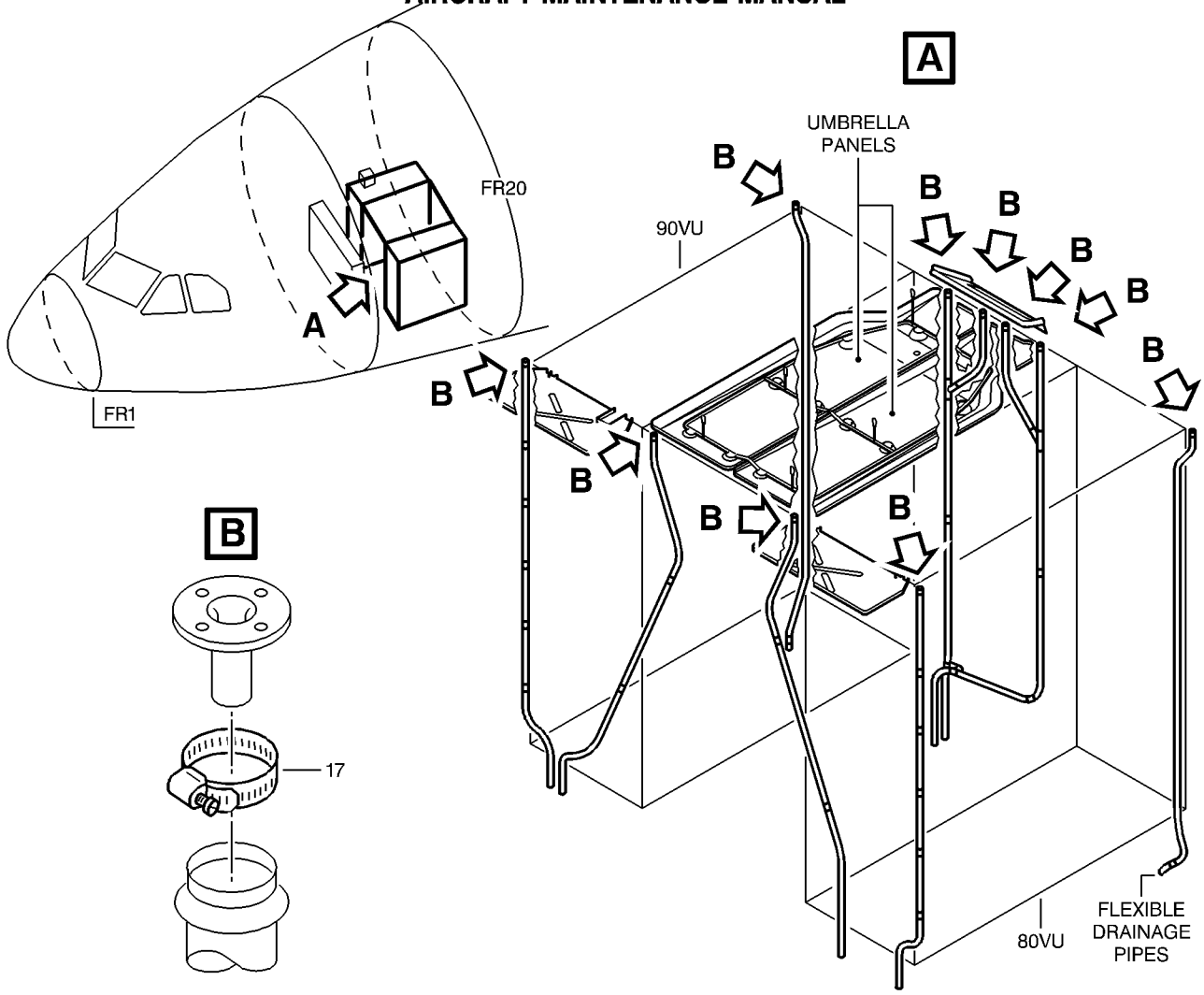
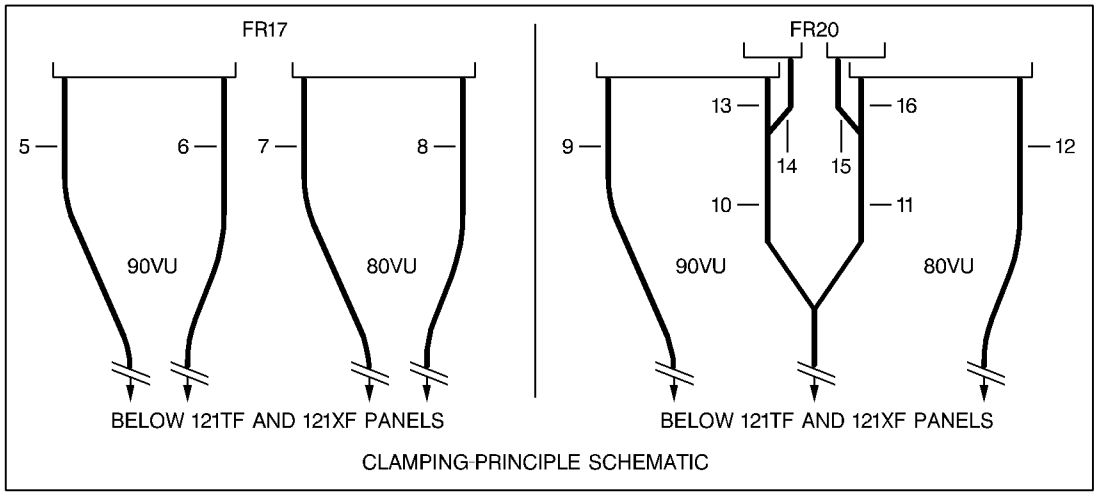
IRU Drainage Pipes Installation
Figure 602





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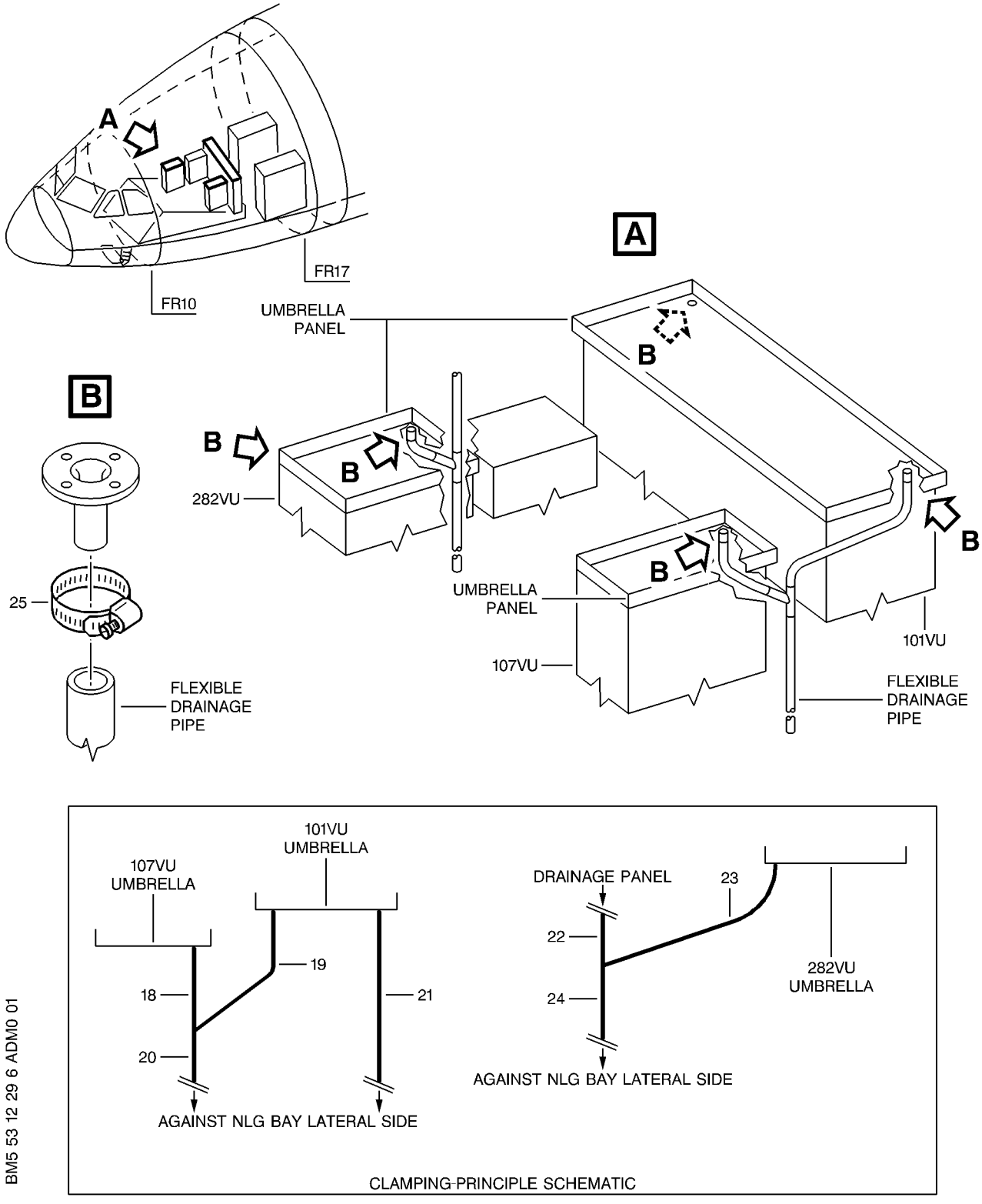
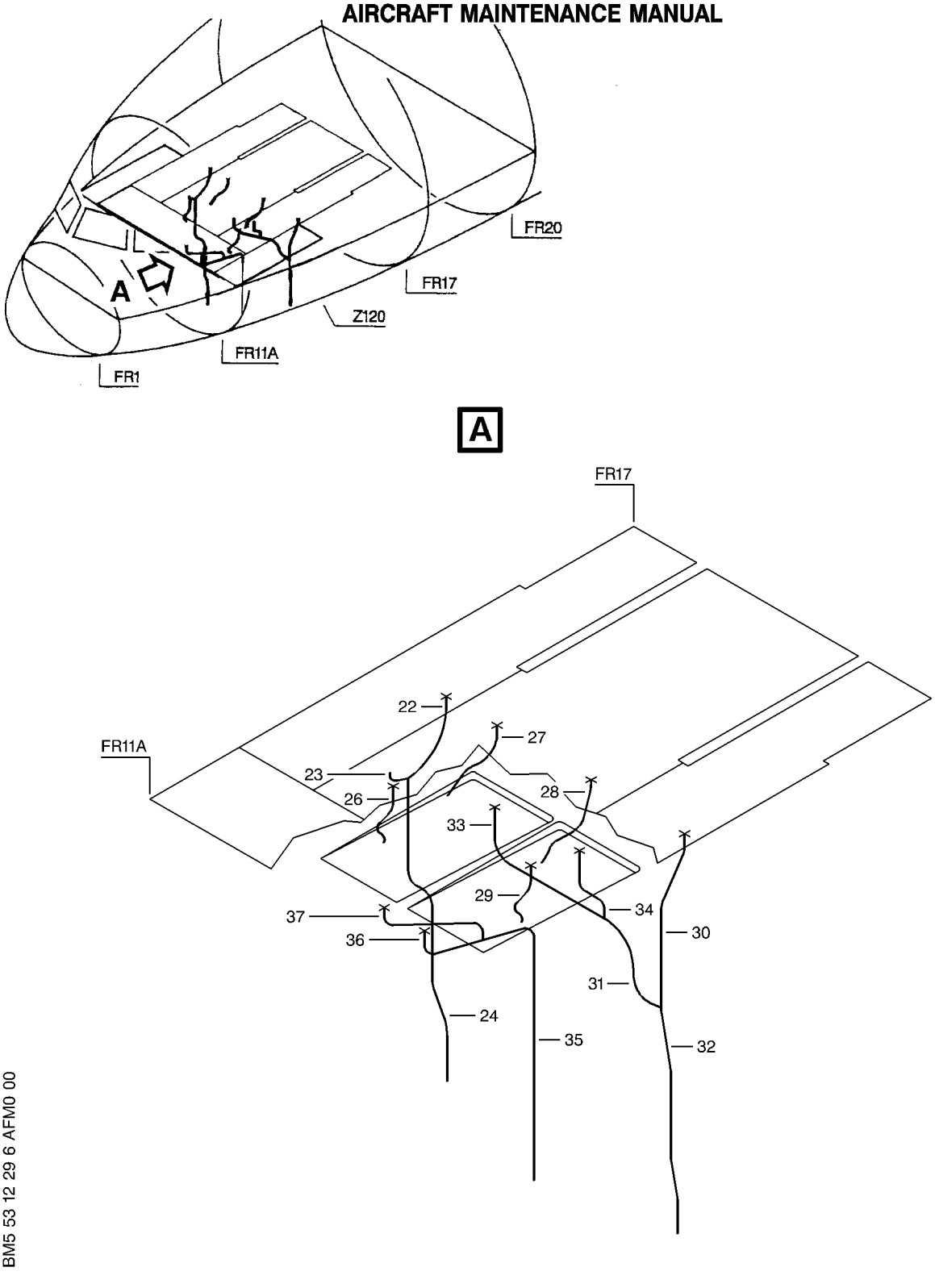
80VU and 90VU Drainage Pipes Installation
Figure 603



101VU, 107VU, and 282VU Drainage Pipes installation
Figure 604



Floor Panel Drainage Pipes Installation
Figure 605

- Clamp flexible pipe (2) to test line (3), (4)
- Clamp flexible pipe (3) to test line (2), (4)

3 For drainage pipes of 80VU and 90VU umbrellas :
(Ref. Fig. 603)
- No specific task to test lines (5), (6), (7), (8), (9), and (12)
- Clamp flexible pipes (13) and (11) to test line (14), (10)
- Clamp flexible pipes (14) and (11) to test line (13), (10)
- Clamp flexible pipes (15) and (10) to test line (16), (11)
- Clamp flexible pipes (16) and (10) to test line (15), (11)

5 For drainage pipes of 101VU, 107VU, and 282VU umbrella :
(Ref. Fig. 604)
- No specific task for lines (21)
- Clamp flexible pipe (18) to test line (19), (20)
- Clamp flexible pipe (19) to test line (18), (20)
- Clamp flexible pipe (22) to test line (23), (24)
- Clamp flexible pipe (23) to test line (22), (24)

5 For drainage pipes of umbrella floor panel and Static Inverter umbrellas :
(Ref. Fig. 605)
- No specific task for lines (26), (27), (28), and (29)
- Clamp flexible pipe (31) to test line (30), (32)
- Clamp flexible pipes (33) and (30) to test line (34), (31), (32)
- Clamp flexible pipes (34) and (30) to test line (33), (31), (32)
- Clamp flexible pipe (36) to test line (37), (35)
- Clamp flexible pipe (37) to test line (36), (35)

NOTE : To test the drainage pipes of Static Inverter, 282VU, 107VU and 101VU, delicately pull the end of the drain pipes against the NLG bay.

(b)Blow compressed air (max 30 psi) (Ref. 38-40-00, P. Block 301) through each water drain of the umbrellas :
- Make sure that there is a good flow of air through the end of the flexible drainage pipes
- Check the flexible drainage pipes for leaks and debris.

(c)If necessary, replace flexible drainage pipes.

C. Close-Up

(1)Installation of the components

(a)On 80VU and 90VU umbrella panel, replace clamp (17) and connect drainage pipes (5), (6), (7), (8), (9), (12), (13), (14), (15), and (16).

(b)On 101VU, 107VU, and 282VU replace clamp (25) and connect drainage pipes (18), (19), (21), and (23).

(2)Close access

(a)Make certain that the work area is clean and clear of tools and miscellaneous items of equipement.

(b)Close access door 211PZ in flight compartment.

(c)Close the FWD Passenger/Crew Door (Ref. 52-10-00, P. Block 1).

(d)Remove access platform.

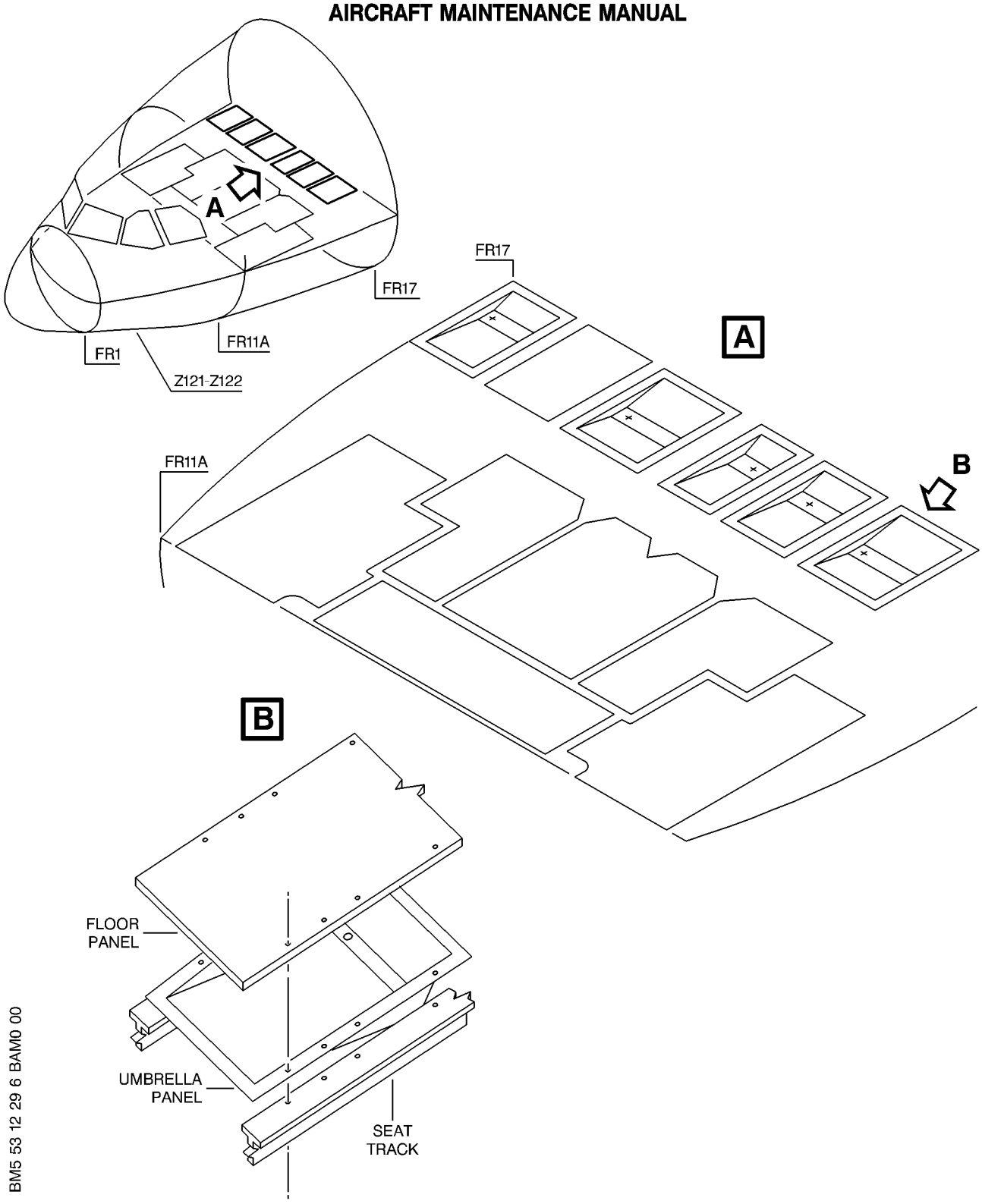
R 4. Operational Test of the Drainage of the Supernumerary Area
R

(Ref. Fig. 606, 607)

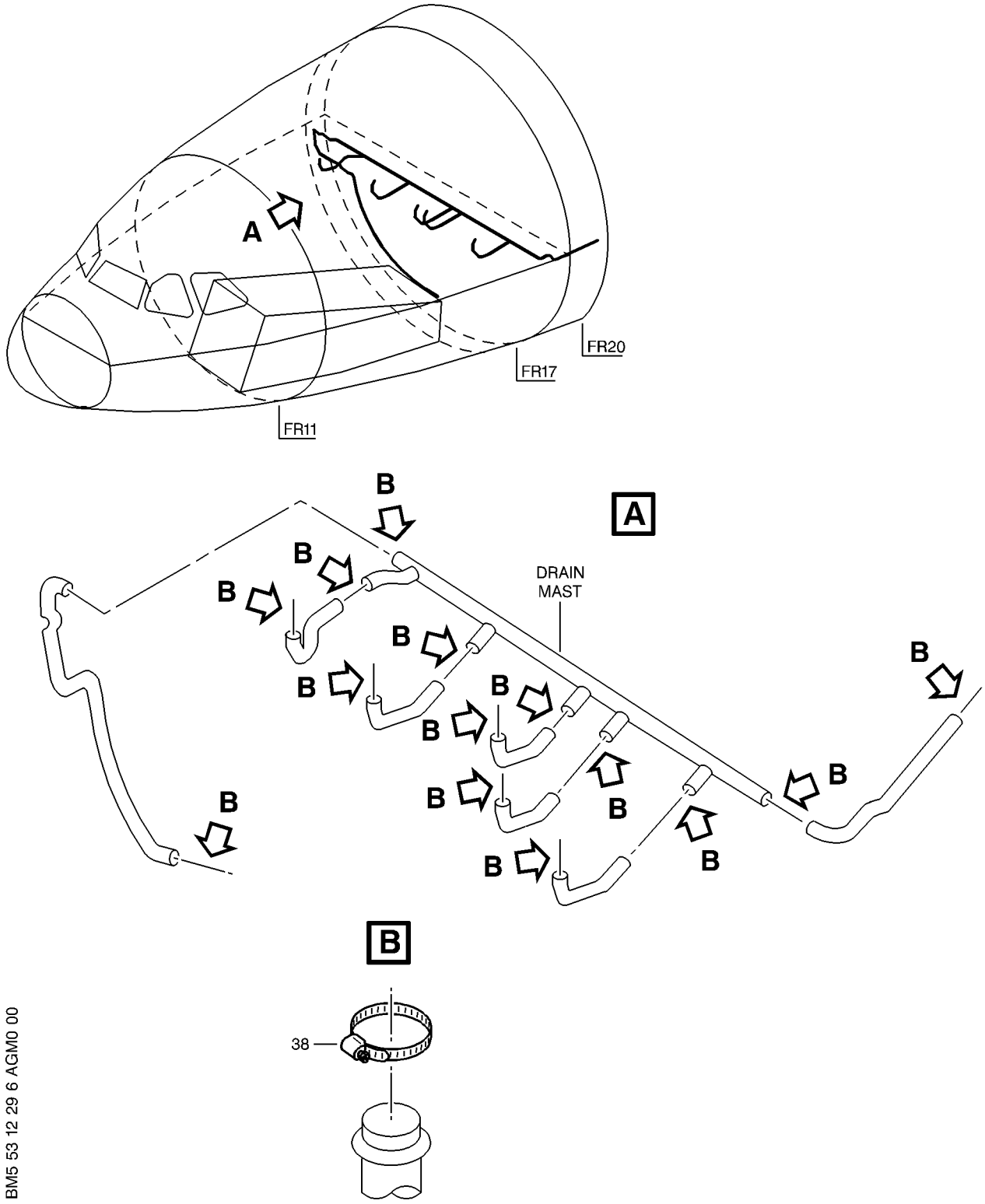
A. Job Set-Up
  (1)Get Access
    (a)Position access platform at the FWD Passenger/Crew Door.
    (b)Open the FWD Passenger/Crew Door (Ref. 52-10-00, P. Block 1).
    (c)Open access door 211PZ in flight compartment.
    (d)Remove the floor panels in the supernumerary area (Ref. 53-10-23, P. Block 401).
  (2)Make certain that the VUs and the racks under the supernumerary area have been removed.

B. Procedure
  (1)Operational test
    (a)Fill the different draining panels with water.
    (b)Check that the watertightness of the umbrella panels is correct.
    (c)Make sure that the water flows correctly through the drain mast :
      1 If the drainage pipe is obstructed do a flushing.
    (d)Check the flexible drainage pipes for leaks and debris.
    (e)If necessary, replace the flexible drainage pipes.

C. Close-Up
  (1)Close Access
    (a)Make certain that the work area is clean and clear of tools and miscellaneous items of equipment.
    (b)Install the floor panels in the supernumerary area (Ref. 53-10-23, P. Block 401).
    (c)Close access door 211PZ in flight compartment.
    (d)Close the FWD Passenger/Crew Door (Ref. 52-10-00, P. Block 1).
    (d)Remove the access platform.



Supernumerary Floor Panel Umbrellas
Figure 606



Supernumerary Floor Panel Drainage Pipes Installation
Figure 607

FUSELAGE FWD SECTION (STA1340/FR18 TO STA1764/FR26/32) - DESCRIPTION AND OPERATION

1. General

(Ref. Fig. 001)
(Ref. Fig. 002)
(Ref. Fig. 003)

Fuselage section 13 is part of the FWD fuselage and is limited by the frames 18 and 26/32. The main structure comprises frames, auxiliary frames, stringers and skin.

Flight cabin windows are located in the LH and RH side of the fuselage structure and the forward cargo compartment door (zone 811) on the lower right of the fuselage. Space in the fuselage structure is divided by the cross beams into an above-floor and a below-floor area. Seat tracks and floor panels in the cabin area are connected to and supported by the cross beams. Floor frame forming part of the fuselage structure is used for supporting the cargo compartment floor in the below-floor area.

2. Description

A. Frames

Frames 21, 22, 23, 24 and 25 are interrupted in the lower right hand side with auxiliary frames 20b, 21a, 22a, 23a and 24a. With auxiliary frames 20a, 25a and reinforcements they form an opening in the structure to receive the cargo door.

Auxiliary frame sections above the cargo door opening are integral components, those below the cargo door opening are of web plates, consoles and sectional sheet metal parts. The skin is riveted to the frames via clips.

B. Stringers

Fuselage Z-section stringers are made of light sheet metal extrusions, all running in longitudinal direction. In combination with the frames they increase the stability of the fuselage and stiffen the skin. All stringers are routed through the cutouts in the clips.

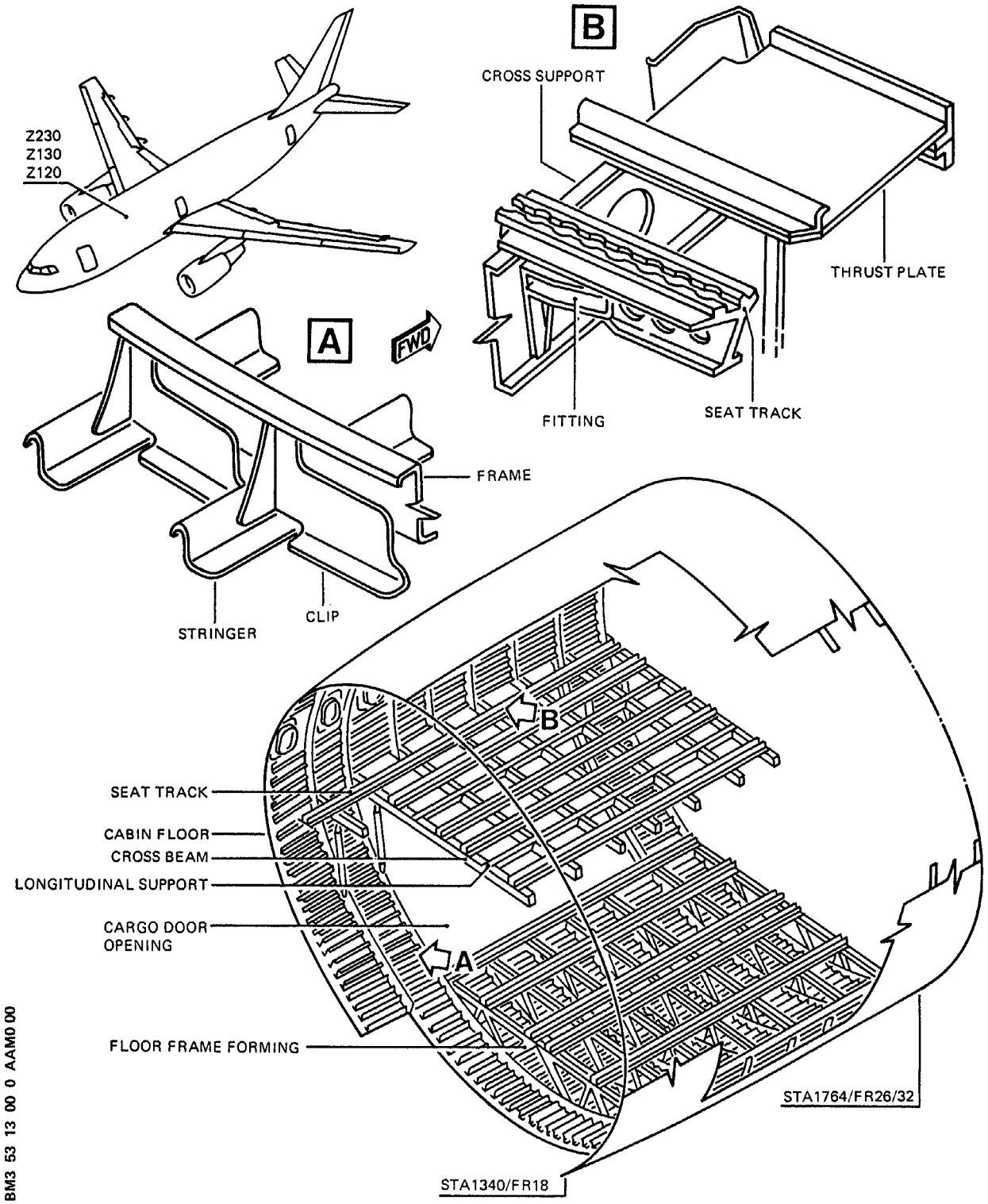
Connection of the stringers to the adjacent sections is established by riveting. No stringer sections are in the installation area of the cabin windows. The skin is stiffened by reinforcing plates in these areas.

Sectional sheet metal stringers ending forward of the cargo door opening are extended by extrusions to the cargo door opening. The extrusions connected to the frames are used to reinforce the door frame. In this area the reinforced stringers (extrusions) are riveted to the skin.

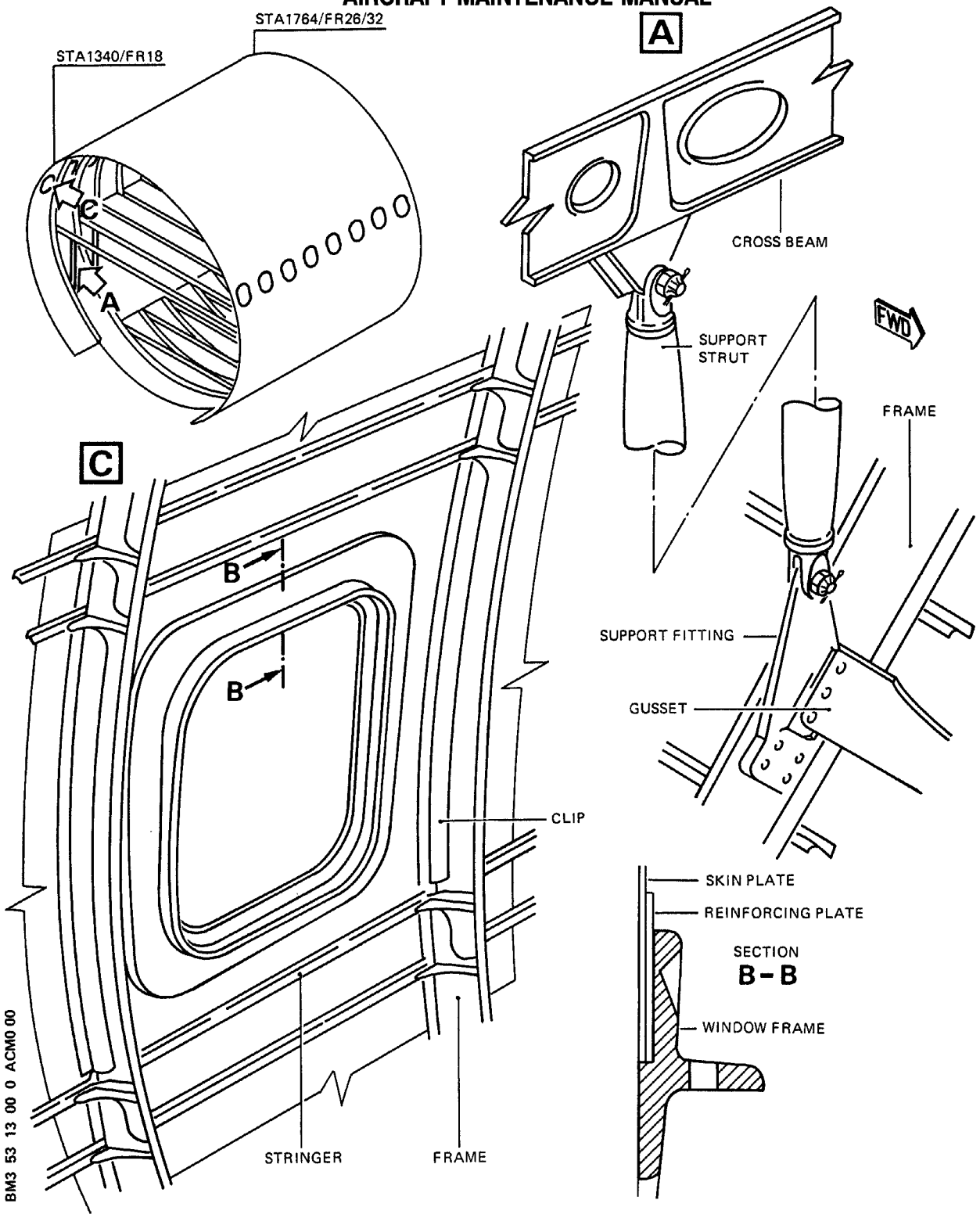
In the floor frame area of the forward cargo compartment (fuselage bottom shell) the skin is fastened to the stringers by countersunk rivets. The skin in the remaining structural areas is bonded to the stringers.

C. Cabin Floor Structure

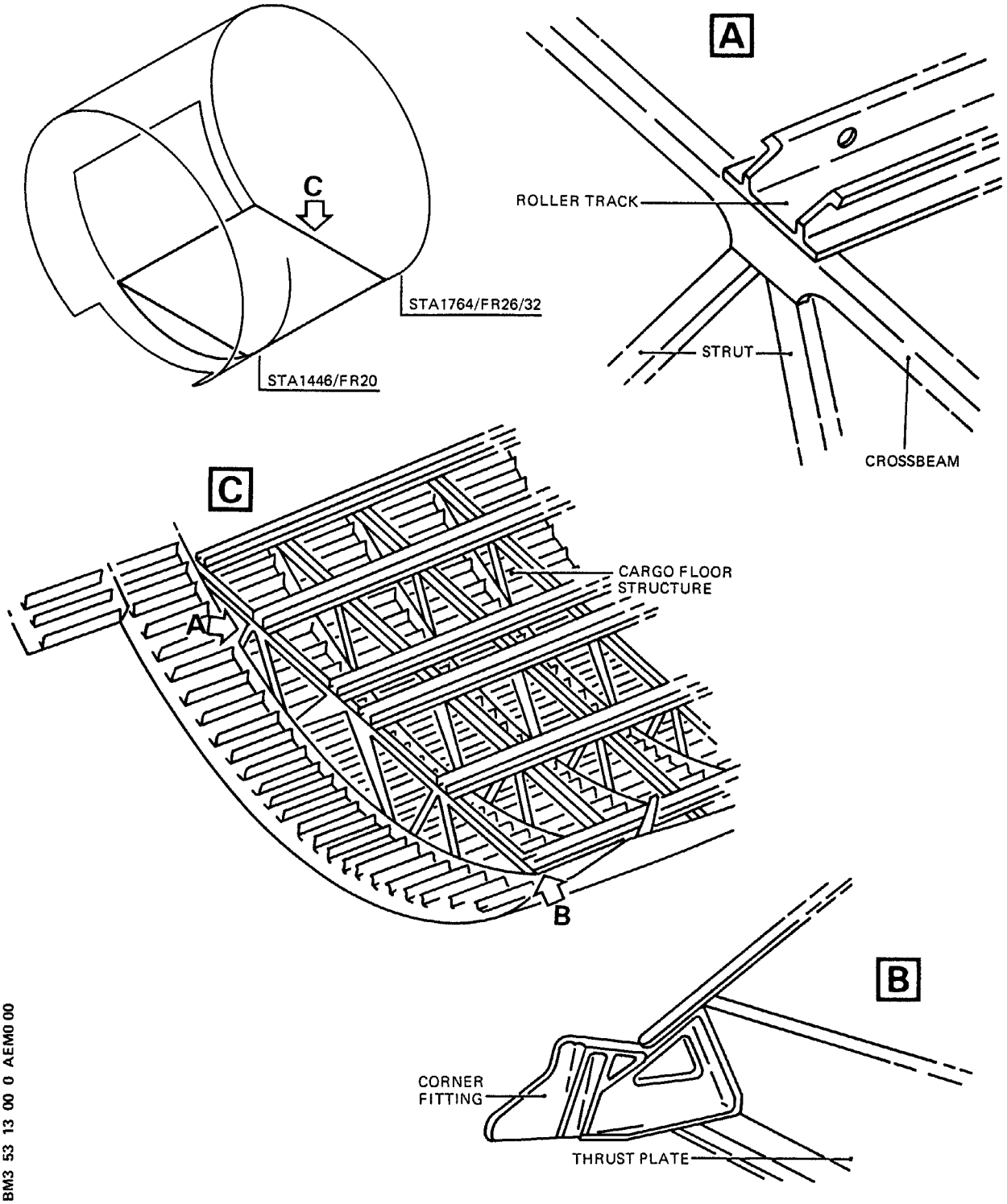
Floor structure with longitudinal and cross supports divides the fuselage structure into an above-floor and a below-floor area. Space in the above-floor area is used as cabin and that in the below-floor area as the forward cargo compartment. Floor panels and seat tracks are supported by the



Fuselage FWD Section
Figure 001



Window Reinforcement and Support Strut Bracket
Figure 002



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Cargo Floor Structure
Figure 003

cross supports. The seat track sections and the cross supports form the structural members.
Frames are stiffened by the cross supports adding stability to the fuselage section. Cross supports are integral components made of light metal extrusions and are riveted to the individual frames in the area of stringers 26 and 27. For additional stiffening each cross support is backed up by two brackets. Each bracket is bolted to the cross a support with a light metal support fitting riveted to each frame in the area of stringer 37. Some of the support fittings are riveted together with light metal gusset plates.
Seat tracks consist of light metal extrusions riveted via fittings to the cross beams. The fittings are additionally bolted to the cross beams. Riveting and bolting of the seat tracks ot the cross beams forms a torsion resistant floor frame. The cabin floor is also stiffened by a light metal T-section used as longitudinal support. Seat tracks are riveted and bolted to the cross beams and form an additional support for the floor panels.
Thrust plates riveted to the cross beams and angle section of stringer 26 are located on both sides of the cabin floor. Light metal Z-sections limiting the support of the floor panels are riveted to the thrust plates.

D. Cargo Floor Structure
The cargo compartment floor and the roller tracks, on which containers or pallets are moved, are supported by the truss frame.
Cross beams consisting of light metal sections, stiffening channels, formed sheet metal parts (struts) and roller track sections form the floor frame. Cross beams are riveted to the frames via corner fittings.
Thrust plates riveted to the corner fittings and stringers 41-44 stiffen the framework and skin. The roller track sections are detachable from the cross beams.

E. Window Reinforcement
Drop-forged window frames in which the cabin windows are installed, are riveted to both sides of the fuselage upper skin between stringers 18 and 26. Window cutouts in the skin are reinforced by bonded reinforcing plates, used as crack stoppers.
Stringers are not installed in the area the windows. Frames in this area are riveted to the skin via clips.

F. Cargo Compartment - Door Frame Reinforcement
The cargo door cutout is laterally limited by frames 20a and 25a which are integral components and only frame 20a is riveted to the adjacent frame 20 via fittings.
Upper area of the door cutout is limited by the frame auxiliary frame fittings riveted together and stiffened by cover plates and sealing angles.
Frame fittings are solid components riveted to the frames and cross beams.
Attachment fittings riveted to the cargo door lower frame, web plates and connecting parts stiffen the door opening. Additional stiffening of the door opening is provided by the auxiliary frames made from web plates, connecting parts and consoles.
Lock fittings used for receiving the locking hooks of the cargo door are

riveted to adjacent components.
Cover plates riveted to the web plates, frames and attachment fittings, stiffen the lower area of the cargo door opening.

CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE NOMINAL MATERIAL THICKNESS AS SPECIFIED IN SRM (STRUCTURAL REPAIR MANUAL).

NOTE : Should a defect be suspected during the following inspection/check, an approved nondestructive test must be carried out.
If a defect is subsequently proved to exist, a structural repair must be carried out, or the component must be replaced.

1. Reason for the Job
Visual check of structural assemblies and zones designated for inspection.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 4.6 m (15 ft.)
B.	Access Platform, 2.7 m (9 ft.)
Referenced Procedures	
- 25-21-00, P. Block 401	Passenger Compartment Seats
- 25-23-11, P. Block 401	Ceiling Panels
- 25-23-21, P. Block 401	Upper Sidewall Panels
- 25-23-31, P. Block 401	Lower Sidewall Panels
- 25-28-11, P. Block 401	Floor Covering Carpet
- 25-52-22, P. Block 401	Ball Mats
- 25-54-10, P. Block 201	FWD Cargo Compartment Linings
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 52-10-00, P. Block 1	Passenger/Crew Doors
- 52-30-00, P. Block 1	Cargo Compartment Doors
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 53-10-23, P. Block 401	Passenger Compartment Floor Panels
	Nondestructive Testing Manual (NTM)
	Structural Repair Manual (SRM)

R

3. Procedure

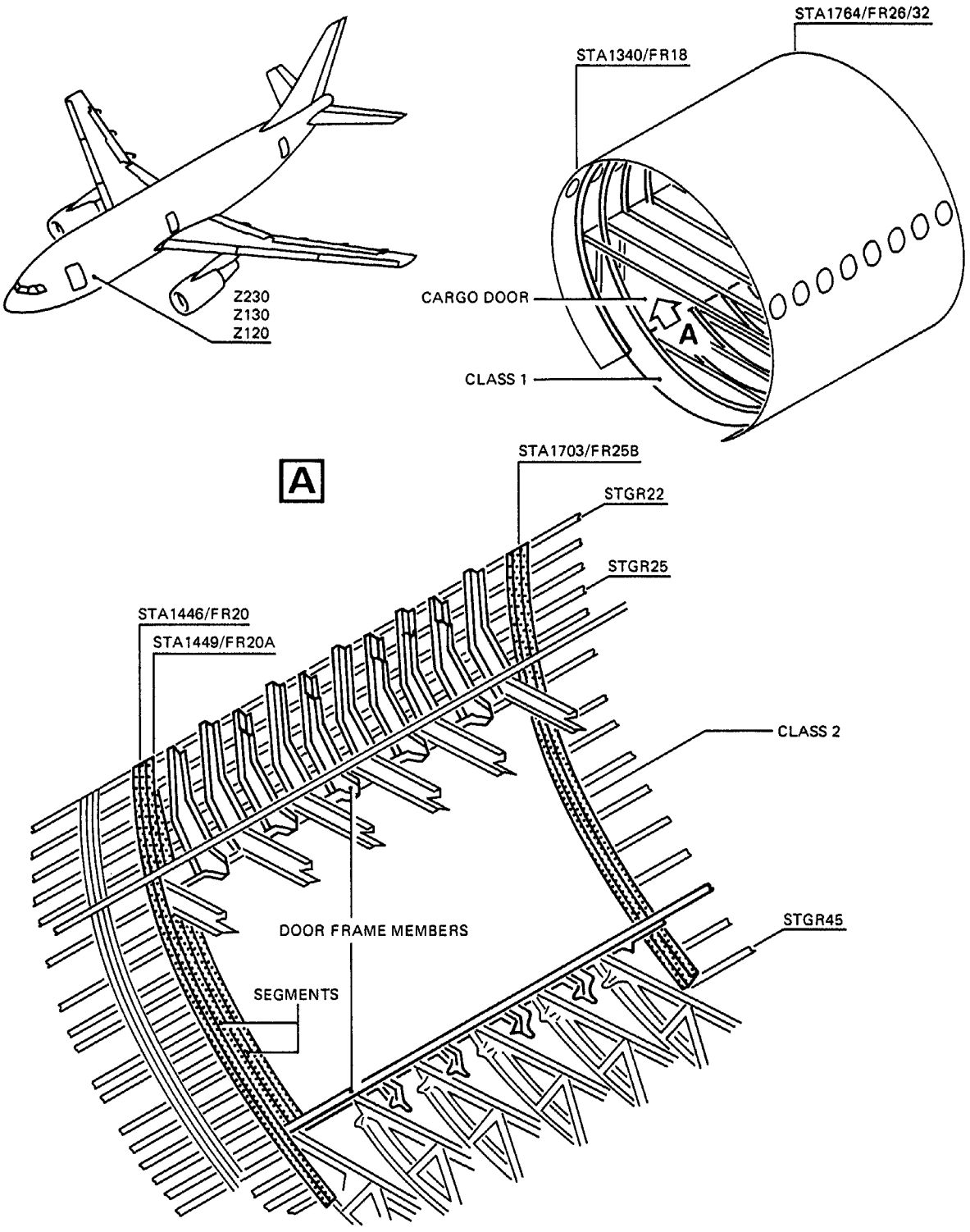
A. Job Set-Up
(1)Position access platform at FWD passenger/crew doors and open door Ref. 52-10-00, P. Block 1).
(2)Remove passenger seats STA1340/FR18 to STA1764/FR26/32 (Ref. 25-21-00, P. Block 401).
(3)Remove carpets (Ref. 25-28-11, P. Block 401) and passenger compartment floor panels STA1340/FR18 to STA1764/FR26/32 (Ref. 53-10-23, P. Block 401).
(4)Remove passenger compartment ceiling panels STA1340/FR18 to STA1764/FR26/32 (Ref. 25-23-11, P. Block 401).
(5)Remove passenger compartment upper sidewall panels STA1340/FR18 to STA1764/FR26/32 (Ref. 25-23-21, P. Block 401).

(6)Remove passenger compartment lower sidewall panels STA1340/FR18 to STA1764/FR26/32 (Ref. 25-23-31, P. Block 401).
(7)Remove head and sound insulation STA1340/FR18 to STA1764/FR26/32 (Ref. 25-22-11, P. Block 401).
(8)Position access platform at FWD cargo compartment door and open door (Ref. 52-30-00, P. Block 1)
(9)Install door actuator safety lock to FWD cargo compartment door actuator (Ref. 52-30-00, P. Block 301).
(10)Remove FWD cargo compartment sidewall panels STA1446/FR20 to STA1764/FR26/32 (Ref. 25-54-10, P. Block 201).
(11)Remove FWD cargo compartment ceiling panels STA1466/FR20 to STA1764/FR26/32 (Ref. 25-54-10, P. Block 201).
(12)Open avionics compartment doors to provide access to fuselage structure STA1340/FR18 to STA1446/FR20.
(13)Remove ball-mats STA1446/FR20 to STA1764/FR26/32 (Ref. 25-52-22, P. Block 401) and remove head and sound insulation.

B. Inspection/Check

CAUTION : MAKE CERTAIN THAT PAINT COATING OF COMPOSITE STRUCTURE IS RESTORED IF DAMAGED, TO PREVENT FURTHER DEGRADATION (REF. 51-75-10, P. BLOCK 801).

R (1)The structural components in the following areas have specific damage
R criteria:
(a)Passenger compartment internal structure from floor level LH to floor level RH.
(b)Passenger floor structure particularly under seat tracks.
(c)Internal structure of FWD cargo compartment.
(d)Structure of lower fuselage and structure below FWD cargo compartment floor.
(e)Fuselage structure in avionics compartment.
(f)Sealing sections at FWD cargo compartment door cut-out.
(g)Structure around FWD cargo compartment door:
1 Segments of STA1446/FR20, STA1449/FR20A, STA1729/FR25A and STA1764/FR26/32 extending in an arc from STGR22RH clockwise to STGR45RH.
2 Upper and lower door frame members.
R (h)For damage limits for steps (a) to (g) refer to
R SRM 53-10-00, P. Block 101.
R (j)Loose and missing rivets
R Loose and missing rivets must be replaced.
R (3)Should damage limits be exceeded, a structural repair must be carried
R out, or component must be replaced.
R (a)For the removal of sratches, marks and dents refer to 51-73-10,
R P. Block 801.
R (b)For the removal of corrosion refer to 51-74-10, P. Block 801.
R (c)For the repair of paint coatings refer to 51-75-10, P. Block 801.
R (d)For the repair of sealing refer to 51-76-10, P. Block 801.
R (4)Permissible Damage
(Ref. Fig. 601)
(a)Classification of structure (Ref. Fig. 601)
R Class 1 : This covers all structure listed in steps (1)(a) thru (f).



Fuselage FWD Section Permissible Damage - Classification
Figure 601

Class 2 : This covers structure around FWD cargo compartment door
R detailed in step (1)(g) and all machined components.

C. Close-Up
(1)Make certain that work areas are clean and clear of tools and miscellaneous items of equipment.
(2)Install heat and sound insulation.

(3)Install ball mats STA1446/FR20 to STA1711/FR25 (Ref. 25-52-22, P. Block 401).
(4)Install FWD cargo compartment ceiling panels STA1446/FR20 to STA1764/FR26/32 (Ref. 25-54-10, P. Block 201).
(5)Install FWD cargo compartment sidewall panels STA1446/FR20 to STA1764/FR26/32 (Ref. 25-54-10, P. Block 201).
(6)Install passenger compartment floor panels (Ref. 53-10-23, P. Block 401) and carpets (Ref. 25-28-11, P. Block 401) STA1340/FR18 to STA1764/FR26/32.
(7)Install passenger compartment lower sidewall panels STA1340/FR18 to STA1764/FR26/32 (Ref. 25-23-31, P. Block 401).
(8)Install passenger compartment upper sidewall panels STA1340/FR18 to STA1764/FR26/32 (Ref. 25-23-21, P. Block 401).
(9)Install passenger compartment ceiling panels STA1340/FR18 to STA1764/FR26/32 (Ref. 25-23-11, P. Block 401).
(10)Install passenger seats STA1340/FR18 to STA1764/FR26/32 (Ref. 25-21-00, P. Block 401).
(11)Close avionics compartment doors (131AZ, 132AZ).
(12)Close FWD passenger/crew doors (Ref. 52-10-00, P. Block 1).
(13)Remove door actuator safety lock (Ref. 52-30-00, P. Block 301).
(14)Close FWD cargo compartment door (Ref. 52-30-00, P. Block 1).
(15)Remove access platforms.

FUSELAGE FWD INTERMEDIATE SECTION (STA1764/FR26 TO STA2294/FR40) DESCRIPTION AND OPERATION

1. General

(Ref. Fig. 001)
(Ref. Fig. 002)
(Ref. Fig. 003)

A. Section 14 is part of the forward fuselage and is limited by frames 26/32 and 40/41. Ten frames form the main structure together with the stringers and the skin.

B. Cabin windows are incorporated in the LH and RH sides of the fuselage structure.

C. Space in the fuselage structure is divided by the cross beams into an above-floor and a below-floor area.

D. Seat tracks and floor panels in the cabin area are connected to and supported by cross beams.

E. Floor frame forming part of the fuselage structure, is used for supporting the cargo compartment floor in the below-floor area.

2. Description

A. Frames

(1) Frames are designed as Z-sections and are made of light sheet metal. They are riveted to the skin via clips.

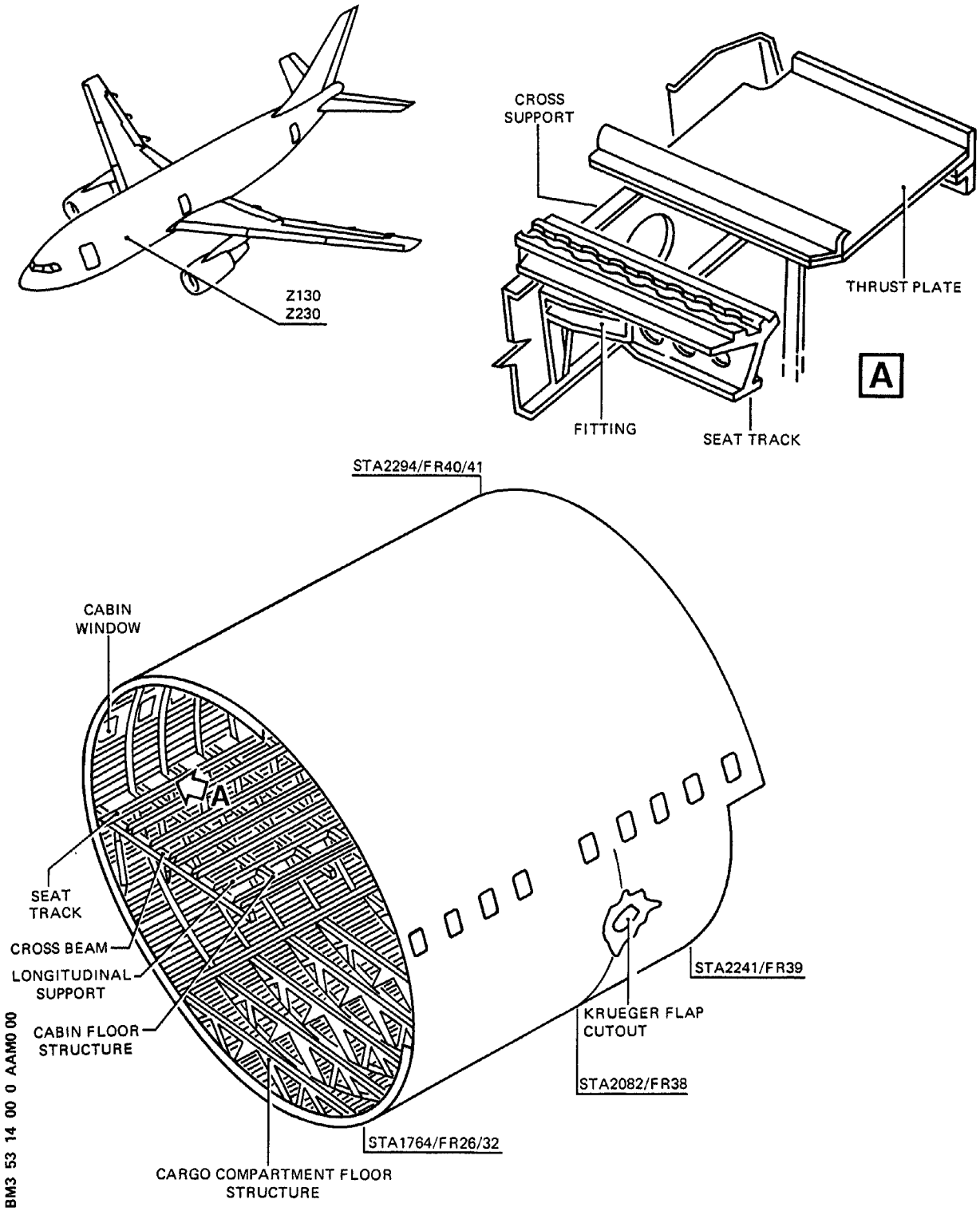
(2) Frame 38 is interrupted between stringers 29 and 33 RH and LH, to
R permit the Krueger flap drive to pass through the fuselage side via a skin cut-out. In this area a structural assembly consisting of a plate, brackets and two struts is installed, riveted to frame 38 and stringers 31 and 32.
The two struts are attached at their AFT ends to brackets on frame 38.1 and transfer the load from frame 38.

B. Stringers

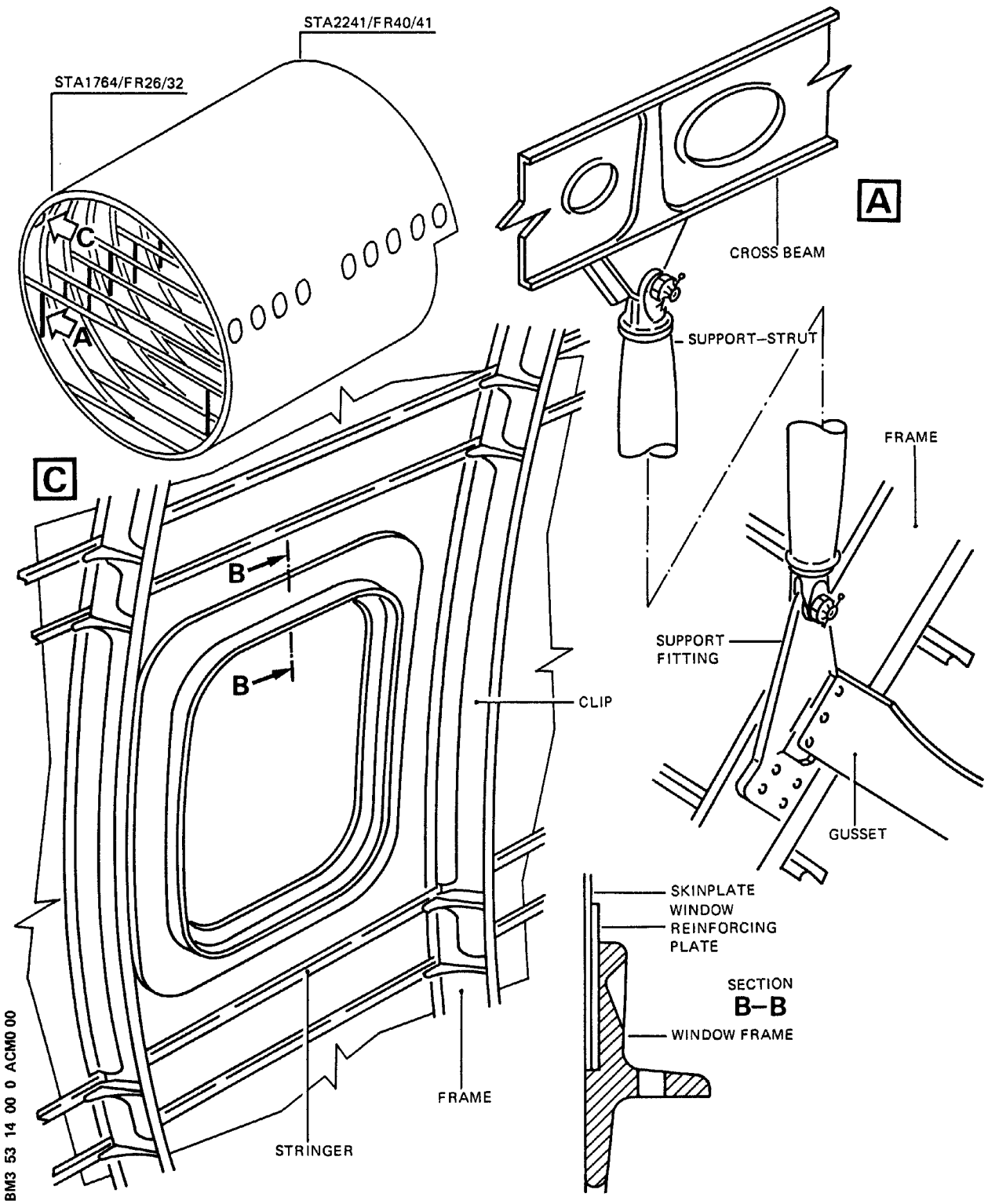
(1) Stringers running longitudinally are made of light metal extrusions. Together with the frames the stringers increase the stability of the fuselage and stiffen the skin. Stringers are routed through cutouts in the clips. Connection of the stringers to the adjacent sections is established by riveting the stringers to the sections.

(2) No stringer sections are in the installation area of the cabin windows. The skin is stiffened by reinforcing plates in this area.

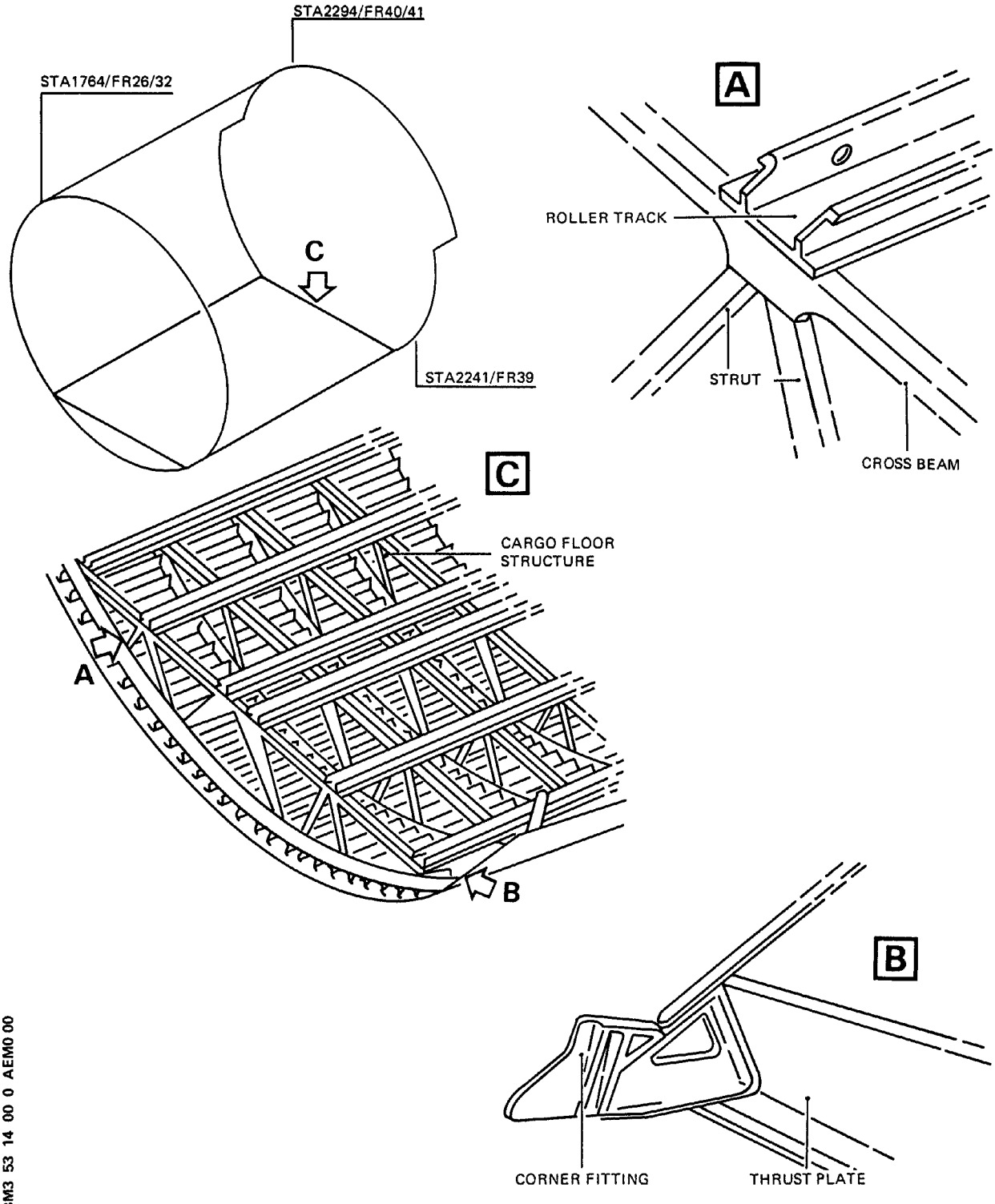
(3) Stringers 30, 31 and 32 located on each fuselage side between frames 37
R and 38.1 are interrupted in the area of the retractable Krueger flap follow-up fairing. The stringer ends are reinforced by milled angle stringers. These stringers are riveted to the reinforcing parts surrounding the skin cut-out, to the integral component of frame 38 and the skin.



Fuselage FWD Intermediate Section
Figure 001



Window Reinforcement and Support Strut Bracket
Figure 002



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Cargo Floor Structure
Figure 003

C. Cabin Floor Structure

(1) The fuselage structure is divided by a cabin floor into an above-floor and a below-floor area. Space in the above-floor area is used as a cabin, below-floor area is used as a cargo compartment. The cross beams and the seat track section form the structural components of the cabin floor which supports the floor panel. The section is additionally stiffened by cross beams.

(2) Cross beams are integral components made of light metal extrusions. Cross beams are riveted to the individual frames in the area of stringers 26 and 27. The floor cabin is additionally supported by cross beam brackets. Cross beam brackets are attached to each cross beam and a light metal support fitting which can be detached. Support fittings are attached to frames in the area of stringer 37. They are riveted together via gussets designed and formed as sheet metal parts.

(3) Seat tracks made of light metal extrusions are riveted and bolted via fittings to the cross beams. The fittings are riveted to the seat tracks. Connection of the seat tracks to the cross beams results in a torsion-resistant floor frame.

(4) The cabin floor is additionally stiffened by a light metal T-section used as longitudinal support. The longitudinal support as well as the seat tracks are riveted and bolted via fittings to the cross beams. The longitudinal support also supports the floor panels.

(5) Thrust plates are riveted to both sides of the cabin floor, angle section of stringer 26 and the cross supports. Light metal Z-sections supporting the floor panels are riveted to the thrust plates.

D. Truss - FWD Cargo Compartment

(1) Floor and the roller tracks are supported by the cargo compartment truss frames. Containers or pallets can be moved on the roller tracks.

(2) The cross beams are riveted via corner fittings to the frames in the area of stringers 40 and 44. Cross beams are extrusions. Struts and formed sheet metal parts riveted to the cross beams, frams, thrust plates and the roller track section stiffen the truss frames.

(3) Thrust plates are riveted to the corner fittings and stringers 41 - 44. Roller track sections are bolted to the cross beams.

E. Window Reinforcement

(1) Window frames are riveted to the left and right hand side skins between stringers 18 and 22. The skin around the window frames is reinforced by plates used as crack stoppers. Skin panels and reinforcing plates are bonded together.

R CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE NOMINAL
R MATERIAL THICKNESS AS SPECIFIED IN SRM (STRUCTURAL REPAIR MANUAL).

NOTE : Should a defect be suspected during the following inspection/check, an approved nondestructive test must be carried out.
If a defect is subsequently proved to exist, a structural repair must be carried out, or the component must be replaced.

1. Reason for the Job
Visual check of structural assemblies and zones designated for inspection.

2. Equipment and Materials

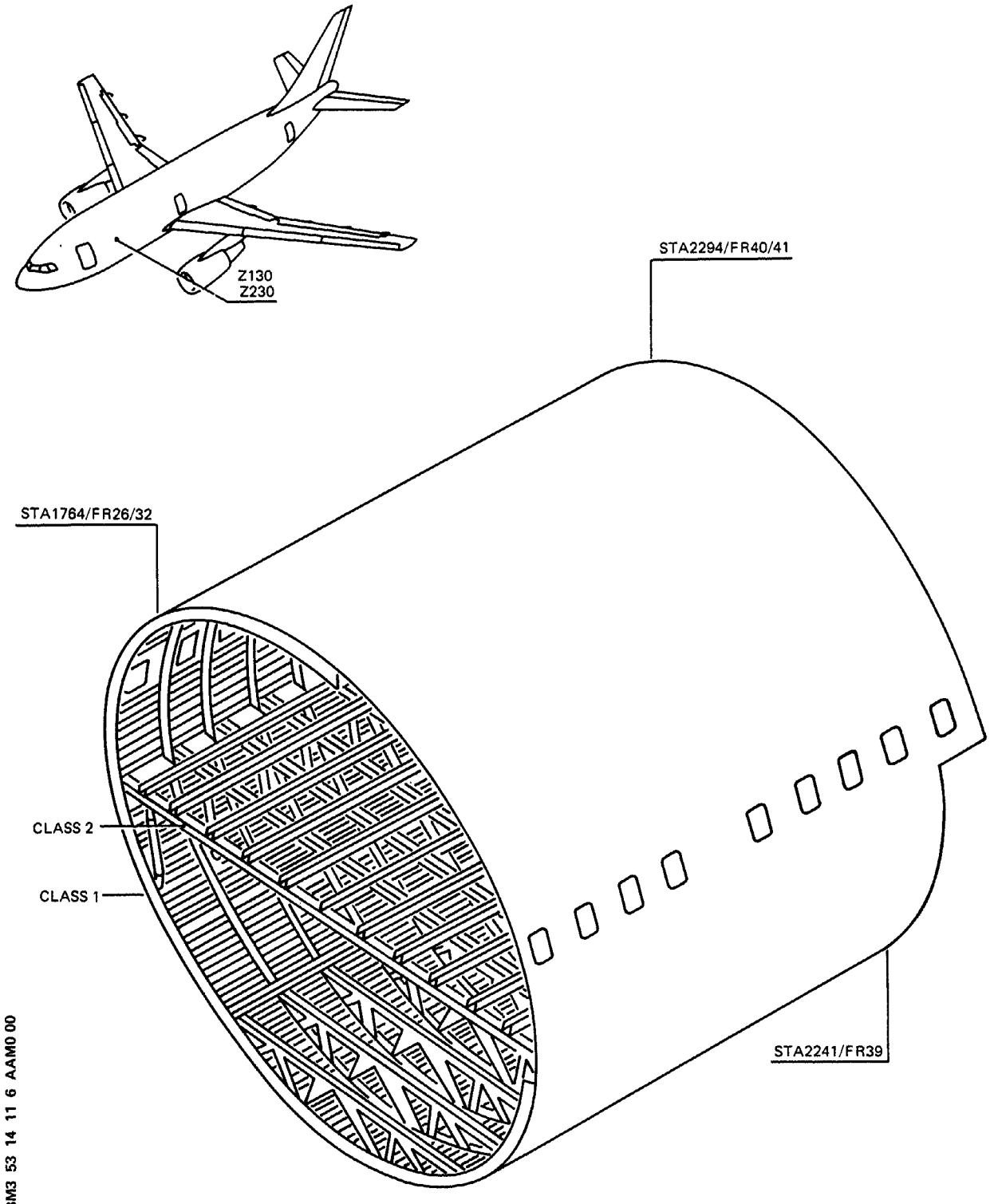
ITEM	DESIGNATION
A.	Access Platform, 4.6 m (15 ft.)
B.	Access Platform, 2.7 m (9 ft.)
Referenced Procedures	
- 25-21-00, P. Block 401	Passenger Compartment Seats
- 25-22-00, P. Block 1	Insulation - Heat and Sound
- 25-23-11, P. Block 401	Ceiling Panels
- 25-23-21, P. Block 401	Upper Sidewall Panels
- 25-23-31, P. Block 401	Lower Sidewall Panels
- 25-27-00, P. Block 1	Ancillary Equipment
- 25-28-11, P. Block 401	Floor Covering Carpet
- 25-32-11, P. Block 401	Center Galley Unit
- 25-54-10, P. Block 201	FWD Cargo Compartment Linings
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 52-10-00, P. Block 1	Passenger/Crew Doors
- 52-30-00, P. Block 1	Cargo Compartment Doors
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 53-10-23, P. Block 401	Passenger Compartment Floor Panels
- 53-10-29, P. Block 401	FWD Cargo Compartment Floor Panels
- 53-10-55, P. Block 401	FWD Cargo Compartment - Fixed Partition
	Nondestructive Testing Manual (NTM)
	Structural Repair Manual (SRM)

3. Procedure

A. Job Set-Up
(1)Position access platform at FWD passenger/crew doors and open door (Ref. 52-10-00, P. Block 1).
(2)Remove galleys if installed (Ref. 25-32-11, P. Block 401).
(3)Remove passenger seats STA1764/FR26 to STA2294/FR40 (Ref. 25-21-00, P. Block 401).
(4)Remove ancillary equipments if installed (Ref. 25-27-00, P. Block 1).
(5)Remove carpets (Ref. 25-28-11, P. Block 401), and passenger compartment floor panels (Ref. 53-10-23, P. Block 401), STA1764/FR26/32 to

STA2294/FR40/41.
(6)Remove passenger compartment ceiling panels STA1764/FR26/32 to STA2294/FR40/41 (Ref. 25-23-11, P. Block 401).
(7)Remove passenger compartment upper sidewall panels STA1764/FR26/32 to STA2294/FR40/41 (Ref. 25-23-21, P. Block 401).
(8)Remove passenger compartment lower sidewall panels STA1764/FR26/32 to STA2294/FR40/41 (Ref. 25-23-31, P. Block 401).
(9)Position access platform at FWD cargo compartment door and open door (Ref. 52-30-00, P. Block 1).
(10)Install door actuator safety lock to FWD cargo compartment door actuator (Ref. 52-30-00, P. Block 301).
(11)Remove FWD cargo compartment sidewall panels STA1764/FR26/32 to STA2188/FR38.2 (Ref. 25-54-10, P. Block 201).
(12)Remove FWD cargo compartment ceiling panels STA1764/FR26/32 to STA2188/FR38.2 (Ref. 25-54-10, P. Block 201).
(13)Remove FWD cargo compartment fixed partition FR38.2 (Ref. 53-10-55, P. Block 401).
(14)Remove FWD cargo compartment floor panels STA1764/FR26/32 to STA2188/FR38.2 (Ref. 53-10-29, P. Block 401).
(15)Remove head and sound insulation (Ref. 25-22-00, P. Block 1).

B. Inspection/Check
(1)General
(a)Loosen and remove insulation behind removed panels to give access for inspection (Ref. 25-22-11, P. Block 401).
CAUTION : MAKE CERTAIN THAT PAINT COATING OF COMPOSITE STRUCTURE IS RESTORED IF DAMAGED, TO PREVENT FURTHER DEGRADATION (REF. 51-75-10, P. BLOCK 801).
R (b)The structural components in the following areas have specific damage
R criteria:
1 Passenger compartment internal structure from floor level LH to floor level RH.
2 Passenger floor structure, particularly under seat tracks.
3 Internal structure of FWD cargo compartment.
4 Lower fuselage structure and structure below FWD cargo compartment floor.
R 5 For the damage limits for steps 1 to 4 refer to
R SRM 53-10-00, P. Block 101.
R 6 Loose and missing rivets
R Loose rivets and missing must be replaced.
R (c)Should damage limits be exceeded, a structural repair must be carried
R out, or component must be replaced.
R 1 For the removal of scratches, marks and dents refer to 51-73-10,
R P. Block 801.
R 2 For the removal of corrosion refer to 51-74-10, P. Block 801.
R 3 For the repair of paint coatings refer to 51-75-10, P. Block 801.
R 4 For the repair of sealing refer to 51-76-10, P. Block 801.
(d)Permissible Damage
(Ref. Fig. 601)
1 Classification of structure (Ref. Fig. 601)
R Class 1: This covers all structure listed in steps (1)(b)1 thru 6



Fuselage FWD Intermediate Section
Permissible Damage Classification
Figure 601

with the exception of machined components.
Class 2: This covers structure and all machined components.

C. Close-Up
(1)Make certain that work areas are clean and clear of tools and miscellaneous items of equipment.
(2)Install head and sound insulation (Ref. 25-22-00, P. Block 1).
(3)Install FWD cargo compartment floor panels STA1764/FR25/32 to STA2188/FR38.2 (Ref. 53-10-29, P. Block 401).
(4)Install FWD cargo compartment ceiling panels STA1764/FR26/32 to STA2188/FR38.2 (Ref. 25-54-10, P. Block 201).
(5)Install FWD cargo compartment sidewall panels STA1764/FR26/32 to STA2188/FR38.2 and FWD cargo compartment partition FR38.2 (Ref. 25-54-10, P. Block 201).
(6)Install passenger compartment lower sidewall panels STA1764/FR26/32 to STA2294/FR40/41 (Ref. 25-23-31, P. Block 401).
(7)Install passenger compartment upper sidewall panels STA1764/FR26/32 to STA2294/FR40/41 (Ref. 25-23-21, P. Block 401).
(8)Install passenger compartment ceiling panels STA1764/FR26/32 to STA2294/FR40/41 (Ref. 25-23-11, P. Block 401).
(9)Install passenger compartment floor panels STA1764/FR26/32 to STA2294/FR40/41 (Ref. 53-10-23, P. Block 401) and carpets (Ref. 25-28-11, P. Block 401).
(10)Install passenger seats STA1764/FR26/32 to STA2294/FR40/41 (Ref. 25-21-00, P. Block 401).
(11)Install galley units (Ref. 25-32-11, P. Block 401).
(12)Install ancillary equipments (Ref. 25-27-00, P. Block 1).
(13)Close FWD passenger/crew doors (Ref. 52-10-00, P. Block 1).
(14)Remove door actuator safety lock (Ref. 52-30-00, P. Block 301).
(15)Close FWD cargo compartment door (Ref. 52-30-00, P. Block 1).
(16)Remove access platform.

1. Equipment and Materials

	ITEM	DESIGNATION
	A.	Access Platform, 3.8 m (12.50 ft.)
R	B. 98A27503003000	Guard - Safety, Flap/Slat Ctl Lever Circuit Breaker Safety Clips
	C. Material No. 05-002	Special Materials (Ref. 20-31-00)
	D. Material No. 09-018	Sealants (Ref. 20-31-00)
	E. Material No. 16-021A	Structure Paints (Ref. 20-31-00)

Referenced Procedures

- 27-80-00, P. Block 301	Lift Augmenting (Slats and Krueger Flaps)

2. Procedure (Ref. Fig. 401)

A. Job Set-Up

(1)Position access platform.

(2)Make sure that the slats and Krueger flaps are fully retracted (Ref. 27-80-00, P. Block 301).

R (3)Install safety guard PN 98A27503003000 on flap/slat control lever quadrant.

(4)Open safety and tag the following circuit breakers:

PANEL	SERVICE	IDENT.	LOCATION
133VU	FLT CTL/KRUGER	45CV	333/T61
133VU	FLT CTL/SFCC/NORM SUPPLY/SLATS/SYS 1	7CV	333/T63
133VU	FLT CTL/SFCC/NORM SUPPLY/SLATS/SYS 2	8CV	333/T64
133VU	FLT CTL/SFCC/LAND RECOVERY/SUPPLY/ SLATS/SYS 1	9CV	335/R66

B. Removal

(1)Remove screws (1),(4) and washers (2) from fillets (3),(5) and (6).

(2)Remove fillets (3),(5) and (6).

C. Installation

(1)Apply sealant (Material No. 09-018) to fillets.

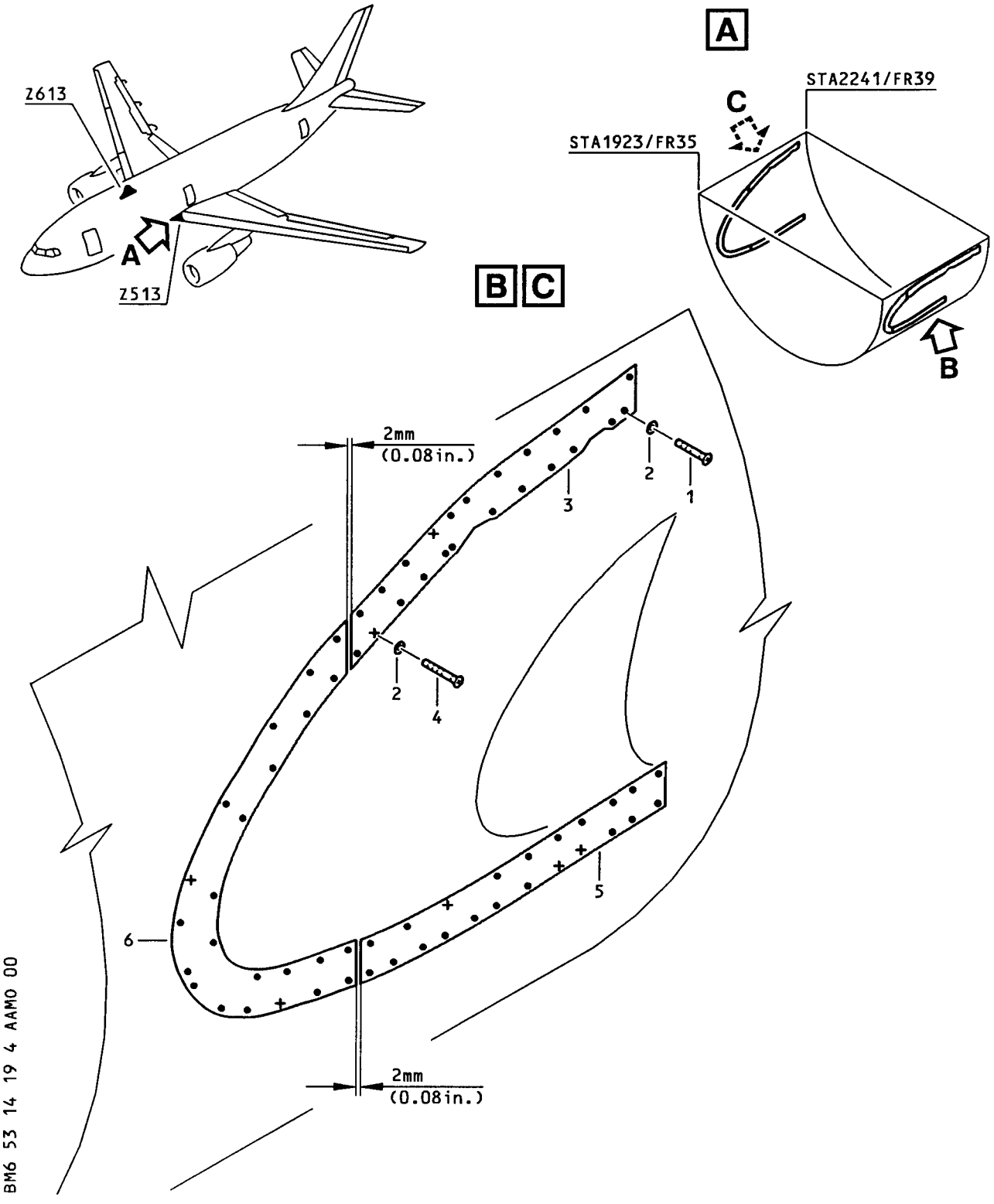
(2)Apply anti-corrosion compound (Material No. 05-002) to screws and washers.

(3)Make certain that work area is clean and clear of tools and miscellaneous items of equipment.

(4)Position fillets (3),(5) and (6) between fuselage and wing to fuselage fairing.

(5)Install fillets (3),(5) and (6) with washers (2) and screws (1) and (3).

NOTE : Make sure that gap between fillets is 2 mm (0.08 in.).



Krueger Flap Fillet
Figure 401

(6)Remove residual sealant.
(7)Apply flexible polyurethane (Material No. 16-021A) on visible sealant.

D. Close-Up

(1)Remove safety clips and tags and close circuit breakers 7CV, 8CV, 9CV and 45CV.
(2)Remove safety guard from flap/slat control lever quadrant.
(3)Remove access platform.

R # FUSELAGE CENTER SECTION (STA2241/2294/FR39/40 TO STA2931/FR54) DESCRIPTION AND OPERATION

1. General

This aircraft center section comprises :
- the wing center box, or section 21, which forms a continuation of the wing cantilever boxes through the fuselage,
- the center fuselage, or section 15, extending from FR39/40 to FR54 which includes the section connected to the wing center box and the section corresponding to the landing gear well.

(Ref. Fig. 001, 002)

2. Description of the Structure

A. Wing Center Box - Section 21

(1)General description

The wing center box consists of two spars and two skin panels providing the continuity of the opposite members in the cantilever wing. Two root ribs close the edges of the box.

Inside the box, five additional bracing beams called diaphragms, fitted paralled to the front and rear spars are mainly used to carry pressurization loads into the fuselage walls. The center box contains a double series of external transverse members spaced about 500 mm from one another, which stabilize the skins between the diaphragms.

These members are as follows :
- at the upper surface, nine cabin floor panel and longitudinal seat track support members,
- at the lower surface, nine extrusions supporting the vapor seal for the section 21 center tank.

(2)Center section skins

The center box skins are made according to the same principle as the cantilever wing box skins.

They each comprise two panels, joined together at FR44. The design is conventional : sheets with longitudinal stiffeners attached slug rivets.

(a)skins

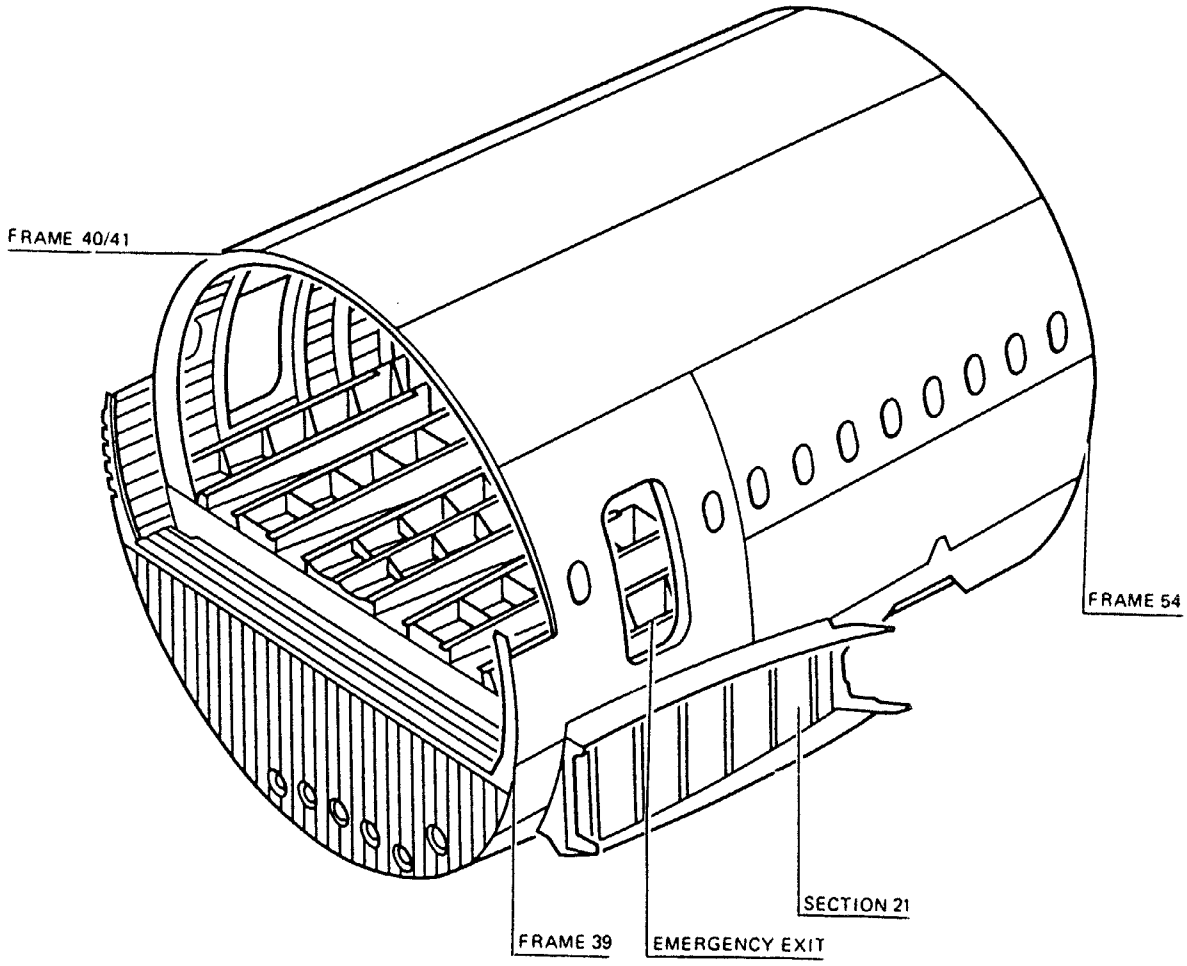
The forward upper skin panels are of constant thickness. The other three panels are integrally machined (pockets and stiffener landings). It is to be noted that the pockets are machined on the outer face so as to avoid creating unusable fuel traps.

Extruded stiffeners are fitted between the diaphragms. There are two such stiffeners per interval. Their section is varied by machining of the flanges. The diaphragms booms, which are also used as stiffeners, are machined from die forgings. Their typical section locally integrates the bracing rod pick-up fittings.

(3)Spars

(a)Front spar

This spar is made of a constant thickness web and two extruded booms. The web sheet is stabilized by two orthogonal stiffener systems at the top, which is subjected to cabin pressure, and by a single vertical stiffener system at the bottom, which is located in the external atmosphere.



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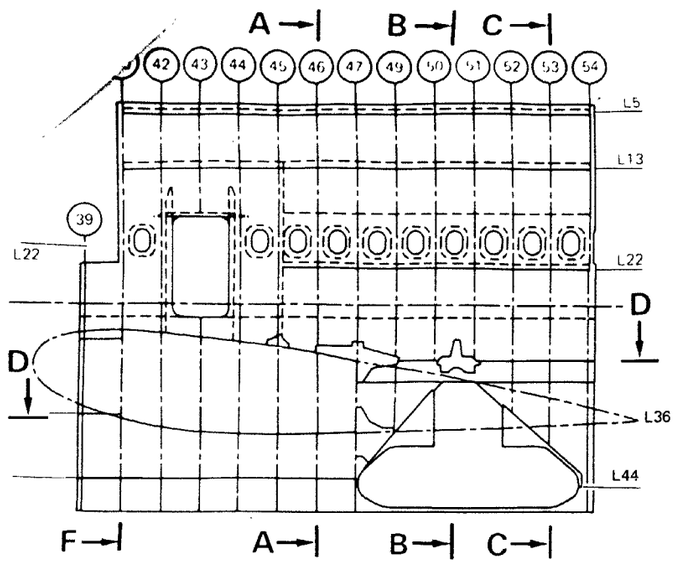
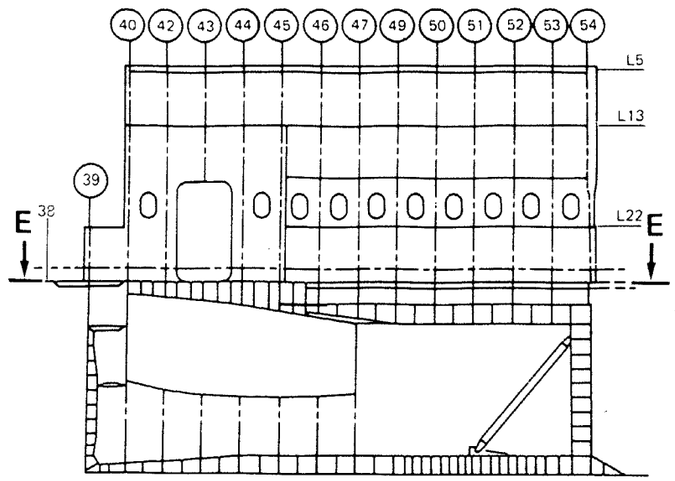
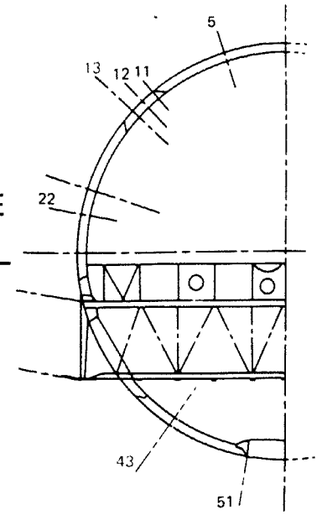
Center Section
Figure 001

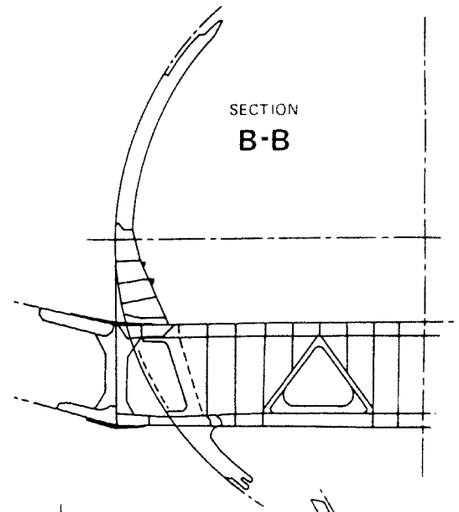


(SECTION ALONG CENTER LINE)

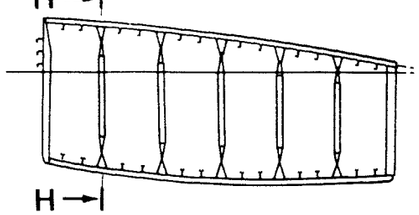


SECTION
A-A

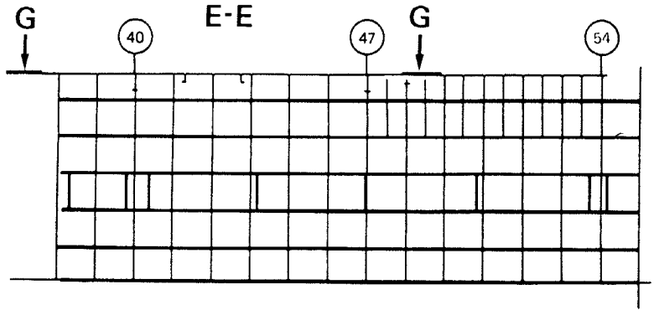




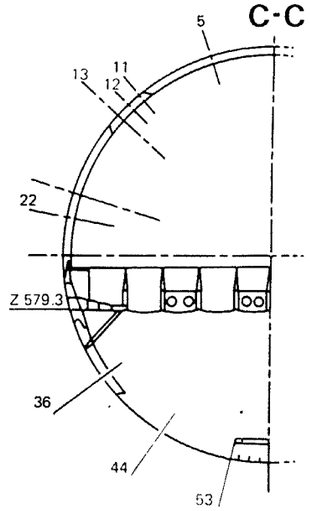
SECTION
J-J



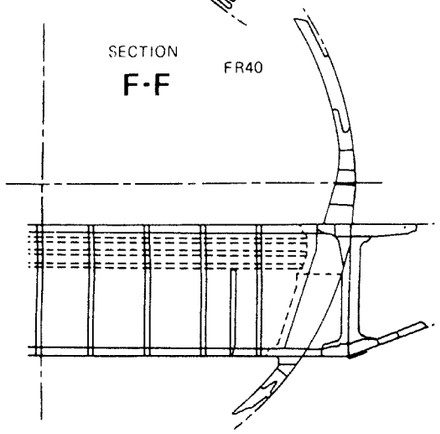
SECTION (CABIN FLOOR SUPPORT STRUCTURE)
E-E



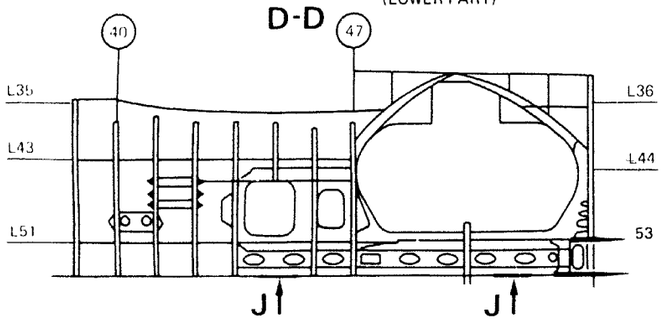
SECTION
C-C



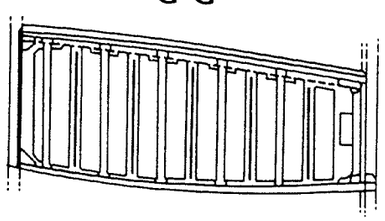
SECTION
F-F
FR40



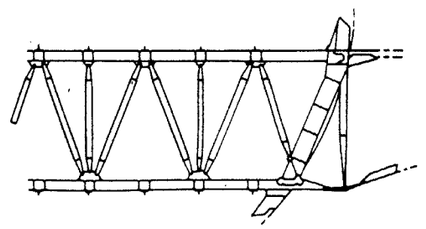
SECTION
D-D
(LOWER PART)



SECTION
G-G
(ROOT RIB)



SECTION
H-H



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Center Section - Details
Figure 002

(b)Rear spar
The rear spar is a single shaped member machined from a die forging. It contains two apertures for gaining access inside the box, with a load-carrying surround closed by sealed access doors.

(4)Diaphragms
Each diaphragm is made of a set of rods forming a triangulated beam with the booms. The ends of this beam are provided with fittings acting as continuity members between the upper and lower parts of the frame and as root rib stiffeners.

(5)Root ribs
The rib web is made of thick integrally machined sheet with stiffeners and the required reinforcement around the apertures.
This web is stabilized by two vertical stiffener systems :
- vertical flanges of the diaphragm continuity fittings
- extrusions on the outside.
The rib booms are made of fittings which are also used as upper and lower surface splices between the wing panels and front and rear spars.

(a)Lower rib boom
This consists of a triform fitting machined from a die forging. The vertical flange is connected to the rib web and the horizontal flanges are used as wing box skin splices.

(b)Upper rib boom
This consists of a cruciform fitting taken from a die forging. The horizontal flanges are used as wing center box skin splices. The vertical flanges connect the fuselage wall to the rib web.

(c)Forward vertical fitting - rear vertical fitting
These fittings, which are taken from die forgings provide the vertical joints of the front and rear wing spars.

(6)Main frames
The two essential frames of the wing fuselage joint are the front and rear wing box spar pick-up frames. As FR40 and FR47 are of similar design, only FR47 is described.
The lateral arch of the frame is integral with the center box. For fail-safe and manufacturing reasons, it is made of two fittings machined from drop forgings. These heavily stiffened fittings are placed back-to-back and bear against the outer face of the rear spar. The longest fitting extends up to the upper limit of the window panel.

B. Center Section (Section 15)
The center section mainly comprises :
- the outer skin, made of skin panels frames and apertures surrounds (emergency exits, windows, mains landing gear apertures),
- structures supporting the cabin floor and the pressurized floor above the main landing gear well,
- transverse pressure walls (horizontal floor between the front spar of the box and FR39 - lower part of FR39 landing gear well pressure bulkhead : FR54).

(1)Skin panels
From a design point of view, the section 15 skin panels can be divided into three groups for each side of the fuselage :
- the upper panels and window panels (only between FR45 and 54) have

their stringers and doublers bonded to a constant thickness sheet.
- the integrally machined side fuselage panels including the emergency exit panel,
- the lower panels which have stringers riveted to a mechanically machined sheet.

(a)Upper panels and window panels

These panels have the same design concept as similar panels in adjacent sections of the typical part of the fuselage (Sections 15 and 16) :
- constant thickness sheet stiffened by bonded stringers (rolled sheet stringers).

No adhesive is applied to the stringers at the two ends of the section (up to the nearest frame).
The purpose of this is to facilitate alignment of the ends of the stringers with those of the adjacent section during assembly of the forward and rear fuselage sections with section 15.
This adhesive-free stringer area is then attached by rivets.
- doublers bonded to the longitudinal edges, used as a protective strip for the joint with the adjacent panels,
- additional reinforcement around the windows by a doubler sheet bonded to the bottom half of the panel. The windows (transparency and die-forged surround) are identical to those in the other cabin sections.

(b)Integrally machined side fuselage panels and emergency exit panels.

The "integral structure" concept uses mechanical machining to achieve all the desirable reinforcements on the wing/fuselage joint panels that are the most heavily loaded in shear, and of which some contain many apertures for equipment. This integral structure concept is also used for the emergency exit panel located above the wing/fuselage joint and therefore in a heavily loaded area.

1 The emergency exit surround panel covering the area between STGR13 and the upper wing-fuselage cruciform fitting. It also includes two window surrounds on either side of the emergency exit, the centerline of which is located at FR43.

2 A panel between FR45 and FR54. It is partly joined to the upper flange of the cruciform fitting (FR45 to FR47) and to STGR29, which also picks up on the pressure floor. (horizontal limit between the cabin and the landing gear well).

3 A panel located forward of the wing center box. This panel contains the apertures for system runs in the wing leading edge interface area.

4 A lateral landing gear panel between FR47 and FR54, containing the main landing gear cut out surrounded by two canted main frames. As this panel is located entirely within the wing contour, it has been possible to provide integral stiffening on its outer face.
The advantages of this are as follows :
- no cut-outs for stringer passages in the frames,
- easy forming (drawn vertical stiffeners).

(c)Lower panels

Two panels form the lower fuselage skin :

1 A lateral panel attached under the wing center box by an extrusion forms the forward edge of the landing gear well in the center of the well.

2 A lower panel located on the centerline of the fuselage. This panel covers the whole length of section 15 and forms the outer boom of the fuselage continuity keel.
It contains all the apertures required for installation of the air conditioning packs.
Two main large apertures allow access from outside the fuselage for pack maintenance purposes.
Each of these panels is made of a machined sheet stiffened by riveted extrusions.

(d)Fuselage continuity beam
This is made of three conventional structure spars (sheet web with lightening holes and booms taken from extrusions). These three spars extend from FR39 to FR54. One of them is arranged in the aircraft plane of symmetry. The other two lateral spars constitute the lower edge of the landing gear well surround.
An inner boom and spacer ribs complete the structure of this beam, which supports the main landing gear door hinges and control jacks. A large canted rod connects the lower beam half way along its length to FR54 so as to stabilize this structural assembly which is compressed by general fuselage bonding.

(e)Main landing gear aperture surround
The framework around these apertures is formed by a peripheral reinforcement of the skins used as a support for a three-part frame.
- a lower longitudinal edge forming part of the lateral spar of the fuselage continuity beam,
- two canted frames converging at their upper end.

Their theoretical intersection is made in the plane of the landing gear brace strut pick-up at FR50A. These fully machined frames are joined at the top to the lateral landing gear brace strut pick-up fittings.
Connecting items extend the lower end of the canted frames towards the edge of the lower beam.

(2)Frames
The center fuselage comprises the following frames :
FR39, the lower part of which constitutes the forward pressure bulkhead.
Heavy wing-fuselage joint frames located opposite the wing box front spars (FR40) and rear spars (FR47).
Emergency exit surround frames.
FR50A which introduces the main landing gear brace strut loads.
FR54 which supports the pressurized floor also forms the landing gear well bulkhead.
Intermediate frames opposite the wing center box and landing gear well.

(a)FR39 - Forward pressure bulkhead
The pressure bulkhead comprises the following components :
- a vertical wall in the plane of FR39,
- a horizontal wall between FR39 and the wing box front spar (FR40).

Vertical wall : the lower part of FR39 comprises
- an integrally machined panel (in five parts) with vertical stiffeners on the forward face,
- on the rear face, nine vertical machined members spaced by horizontal press-formed sheet diaphragms forming the support to which the panel

is attached.
The vertical beams have joint fittings which extend up to FR40. They are also supported by horizontal rods which connect them to the longitudinal outer extrusions of the lower surface of the wing box. The vertical wall is connected to the external skin via a T-shaped extrusion.
Horizontal wall : This wall is a one frame bay in length. It is an integral structure stiffened by small stringers and is supported by a series of machined beams the ends of which carry the attach fittings. A neoprene seal is fitted between this plate and the adjacent walls.
Upper frame arch above the pressure bulkhead :
The two lateral panels of the pressure bulkhead carry machined sections up to STGR21. They are attached to the fuselage skin by T shaped components. The upper part consists of extrusions and cleats picking up the skin.

(b)Wing/fuselage joint frames.
These are FR40 to FR47, opposite the front and rear spars of the center box.
They are built in three parts :
- the lateral part, connected to the box ; it comprises two fail-safe fittings placed back to back and bearing against the outer face of the front and rear spars.
- the upper and lower parts : these components are made of extrusions which are routed to allow stringer passage and are picked up by cleats.

(c)Emergency exit surround frames
FR42 and FR44, which are the nearest to the emergency exit aperture are made of fully machined components up to STGR12. Between these two sections at STGR26, a machined cross member forms the threshold of the emergency exit ; another machined cross member at STGR17 forms the upper edge of the emergency exit. Two machined frame sections or either side of the aperture, and a cross member at STGR16 help to make a sort of box around the emergency exit. Cross members are fitted between FR40 and FR44 and the corresponding edge sections. There are six of these members per side used for fitting the emergency exit stops.

(d)FR50A - Main landing gear brace strut pick-up
This frame is located in the plane defined by the "landing gear leg, the brace strut and the reaction rods".
FR50A is therefore situated between FR50 and FR51 in a plane which is not parallel to the aircraft reference plane.
The bottom of the frame stops at the pressure floor. At the top, it is joined to a cross member located between FR50 and FR51 at STGR25. A horizontal member connects the vertical part of the frame to longitudinal floor beam No.5. It is partly used as a pressure floor support. FR50A is fully machined from a forging.
The following components are attached to it :
- the center fittings, which are attached to the base of the frame on either side, carry an attachment fork fitting at the bottom
- the two lateral fittings which fit around the two center fittings and pick-up the two canted landing gear well edge frames. These two fittings also have a fork fitting for assembling the pin of the link

which takes the vertical landing gear brace strut load.

(e)FR54 - Main landing gear well pressure bulkhead

The pressure bulkhead structure is made up as follows :

- five integral panels stiffened by vertical stiffeners. Their smooth surface faces forward.
- nine vertical machined beams supporting the panel.
- horizontal press formed sheet diaphragms are arranged between the vertical beams on the forward faces of the panels.
- a machined beam edges the top of the panels on their rear face.
- a T-shaped member made of three parts (one lower and two lateral parts) forms the junction between the pressure bulkhead and the fuselage skin.

The two lateral panels of the bulkhead have two protrusions to which the upper extruded frame sections are attached.

(f)Intermediate frames

At the center box, the lower and upper frame sections are picked up on the frame base fittings which are attached to the box continuity fittings.

The frames at the landing gear well fit into a frame base at pressurized floor level. This frame base is supported by longitudinal beam No. 5.

(3)Pressurized floor-cabin floor support

The pressure floor structure is essentially made up of longitudinal beams between which membranes and a lateral flat floor are attached. There are nine such beams. They are made of horizontal machined beams, between FR47 and FR54 joined to the vertical stiffener beams on the pressure bulkhead. The lower boom of these beams forms a support for the membranes and lateral floor.

- The membranes consist of a sheet reinforced by a bonded doubler (fail safe). In order to provide good resistance to pressure, they are made of portions of a cylinder.
- The lateral pressure floor is made of two flat integrally machined panels located forward and aft of FR50A. The transverse stiffening of these panels is provided by the frame bases (which connect the fuselage wall to longitudinal beam No. 5).

Additional cross members are arranged in parallel between the frames. The membranes and pressure floor are supported on extrusions at FR47 and FR54.

The cabin floor structure comprises :

- at pressurized floor level : a rail carried by each longitudinal beam via links. A lateral rail near the fuselage wall is held by two link systems - one horizontal and the other vertical - picking up on the frame bases.
- at the wing center box, the rails are carried on a series of beams made of a sheet web connected to a T section attached to the box ; the rail is riveted to the top of the web. Pressed sheet diaphragms are used to stabilize these beams, while providing a longitudinal passage for some systems in the fuselage (flight controls, electrics, etc...).

FUSELAGE CENTER SECTION (STA2241/2294 FR39/40 TO STA 2931/FR54)- INSPECTION/CHECK

CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE NOMINAL MATERIAL THICKNESS AS SPECIFIED IN THE SRM (STRUCTURAL REPAIR MANUAL).

1. Reason for the Job

A. Visual Check of Structural Components or Zones.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 2.8 m (9 ft. 2 in.)
B.	Adjustable Access Platform 1.5 m to 7 m (5 ft. to 23 ft.)
Referenced Procedures	
- 12-11-28, P. Block 301	Fuel
- 25-21-00, P. Block 401	Passenger Compartment Seats
- 53-10-25, P. Block 401	Passenger Compartment Floor Panels
- 32-12-11, P. Block 301	Main Gear Main Door (Ground door(s) Opening)
- 28-11-14, P. Block 401	Manhole - Cover
- 28-22-00, P. Block 301	Tank Isolation System
- 28-10-00, P. Block 301	Storage
- 28-21-36, P. Block 401	Center Tank Booster Pump
- 28-11-22, P. Block 401	Manhole Cover, Type 1,2,2A,3,4,4A,5
	Structural Repair Manual (SRM)

3. Procedure

A. Job Set-Up
(1)Position access platform (A) at forward center passenger compartment.
(2)Remove passenger seats between STA2241/FR39 and STA2931/FR54 (Ref. 25-21-00, P. Block 401).
(3)Remove carpets and cabin floor panels between STA2241/FR39 and STA2931/FR54.
(4)Open main landing gear main doors (Ref. 32-12-11, P. Block 301).
(5)Position access platform (B) at main landing gear well.
(6)Remove air conditioning compartment access doors 147CZ, 147BZ and 148CZ.
(7)Remove air conditioning compartment floor panel 143DF between STA2453/FR44 and STA2612/FR47/48 (Ref. 53-10-25, P. Block 401).
(8)Remove floor panels 147AF, 147BF and 148BF on lower beam (Ref. 53-10-25, P. Block 401).
(9)Defuel fuel tank (Ref. 28-22-00, P. Block 301).
(10)Remove wing center box manhole cover 147AZ (148AZ) at STA2612/FR47/48.
(11)Ventilate (degas) fuel tank and observe safety precautions prescribed in 28-10-00, P. Block 301.
(12)Remove booster pump canister from wing center box lower panel (Ref. 28-21-36, P. Block 401).

B. Inspection/Check

(1)Visually check structural components and aircraft zones for condition and damage such as buckling, cracks, loose rivets, corrosion and for security of attachment.

(a)Passenger compartment underfloor structure
(Ref. Fig. 601)

1 Machined section of pressurized bulkhead and STA2241/FR39 attachment to pressure bulkhead between STGR22 and STGR30.
2 Structure of pressurized zone between wing center box and main landing gear well and cabin floor.
3 Upper attachment of wing center box front spar to frame fitting at STA2294/FR40/41.
4 STA2294/FR40/41 to STA2931/FR54 between pressurized floor and STGR20.
5 Attachment of main gear brace strut pick-up fitting on STA2772/FR51 above horizontal bulkhead.
6 Machined section of pressurized bulkhead and STA2931/FR54 attachment to pressurized bulkhead between STGR25 and STGR30.

(b)Air conditioning compartment structure
(Ref. Fig. 602)

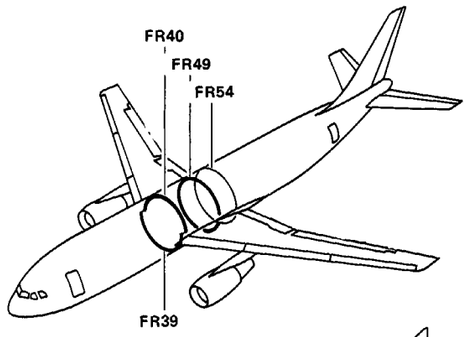
1 Air conditioning compartment structure.
2 Lower attachment of wing center box front spar to frame fitting at STA2294/FR40/41.
3 Vertical stiffeners on pressure bulkhead STA2241/FR39 and middle of stiffeners on Y = 420.
4 Wing center box lower skin panel between STA2453/FR44 and STA2506/FR45 at aircraft centerline.
5 Frames and skin between STA2241/FR39 and STA2612/FR47/48 below wing center box.
6 Runout of keel beam at STGR 51LH, STGR51RH and STGR55 between STA2506/FR45 and STA2612/FR47/FR48.

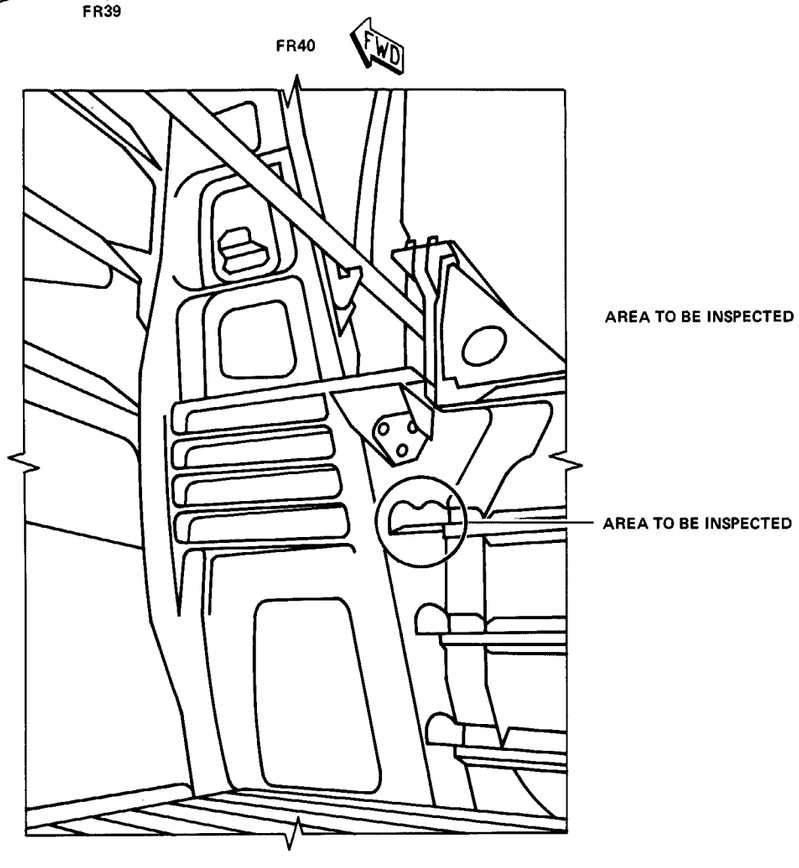
(c)Main landing gear well structure
(Ref. Fig. 603)

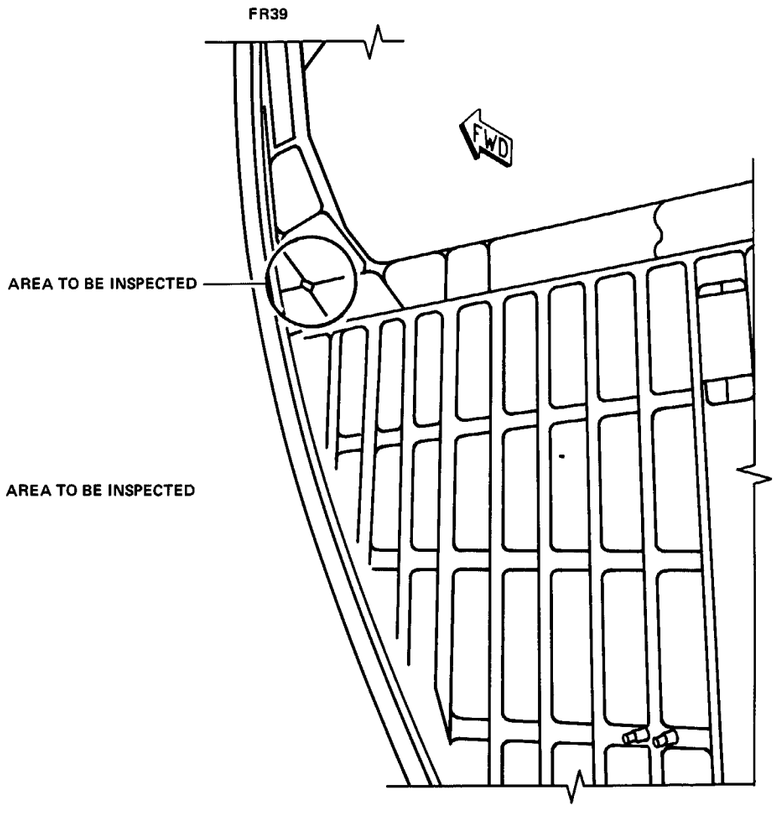
1 Lower Flange of pressure web beams between STA2612/FR47/48 and STA2931/FR54.
2 Attachment of pressure web to horizontal beams between STA2612/FR47/48 and STA2931/FR54.
3 Area of pressure web beam corners at STA2931/FR54 (LH to RH) at nine locations.
4 STA2612/FR47/48 to STA2878/FR53 (except STA2178/FR50) above pressure web.
5 LH and RH machined section of pressure web between STA2772/FR51 and STA2825/FR52.
6 Attachment of brace strut pick-up fitting to frames below pressure web.
7 Keel box internal structure.
8 Vertical stiffeners on pressure bulkhead at STA2931/FR54, middle of stiffeners on Y = 420.
9 Structure of main landing gear well and hydraulics compartment.

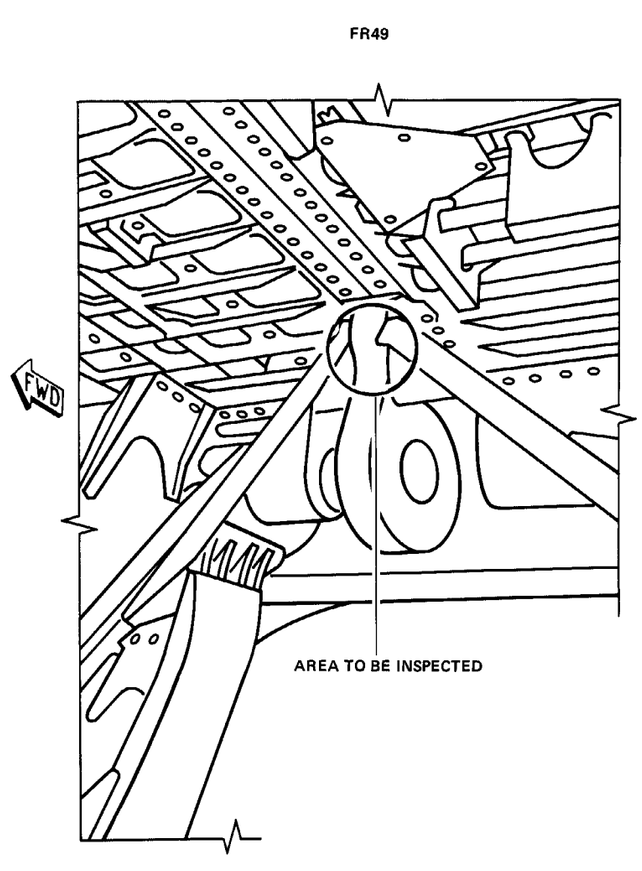
(d)Wing center box structure
(Ref. Fig. 604)

1 Lower front spar chord inside wing center box at aircraft









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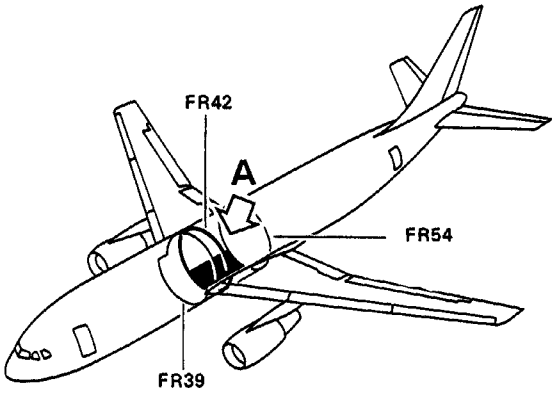
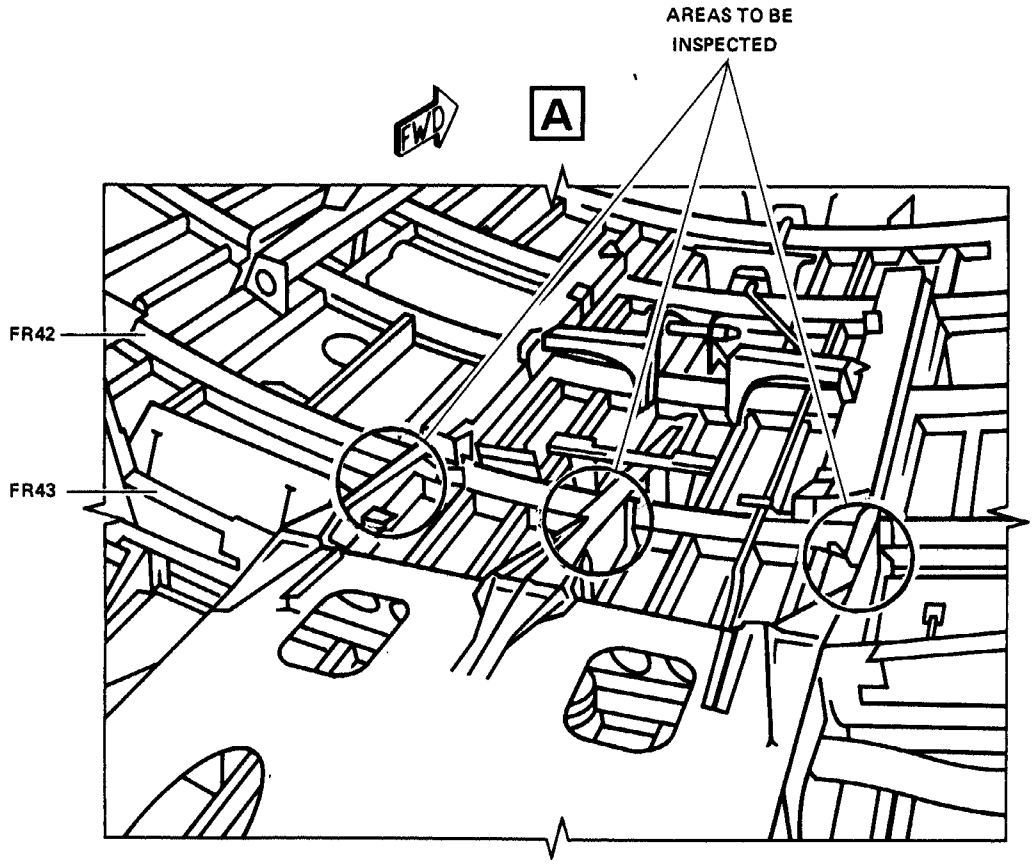
Passenger Compartment Underfloor Structure
Figure 601





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Air Conditioning Compartment Structure
Figure 602

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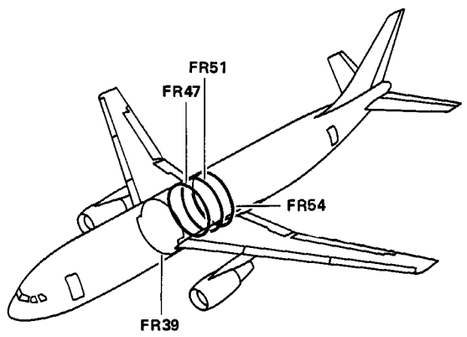

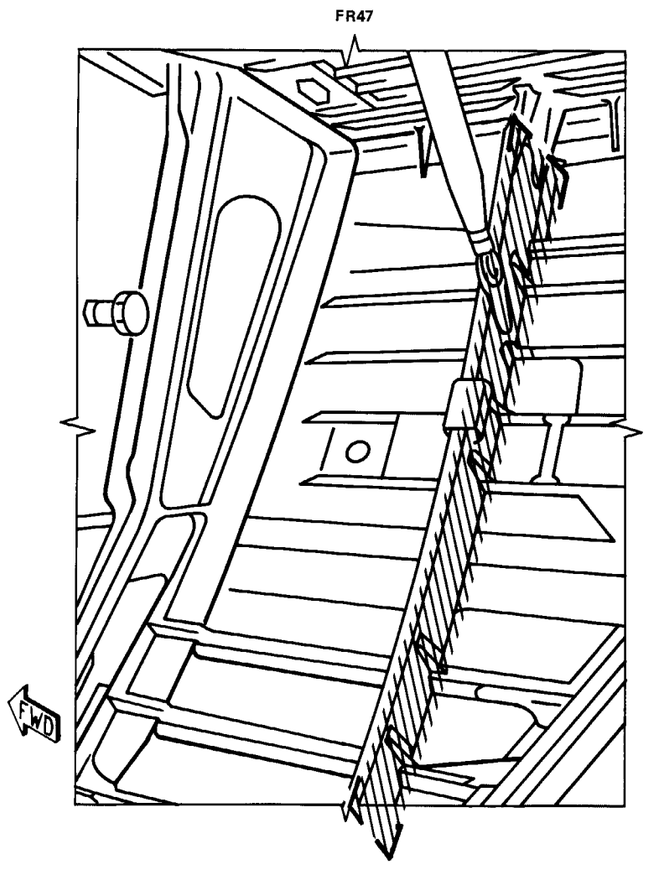

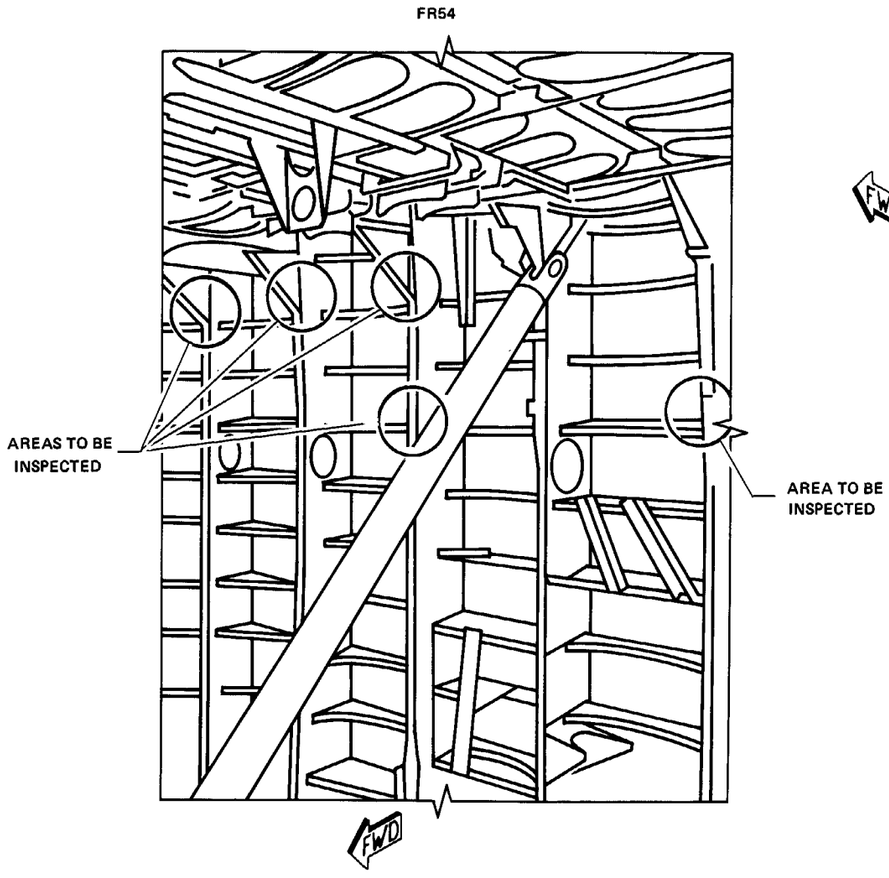

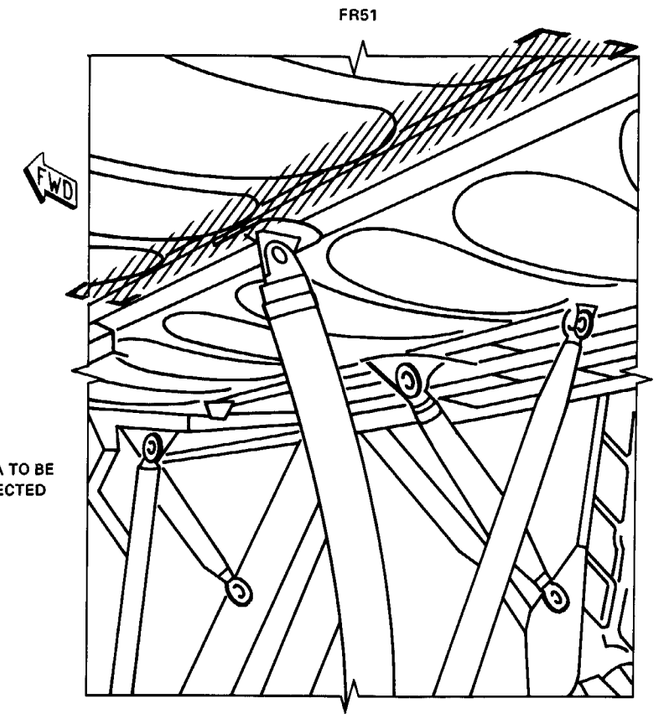

AREA TO BE INSPECTED

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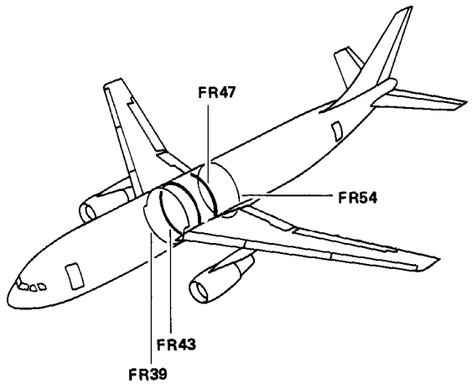
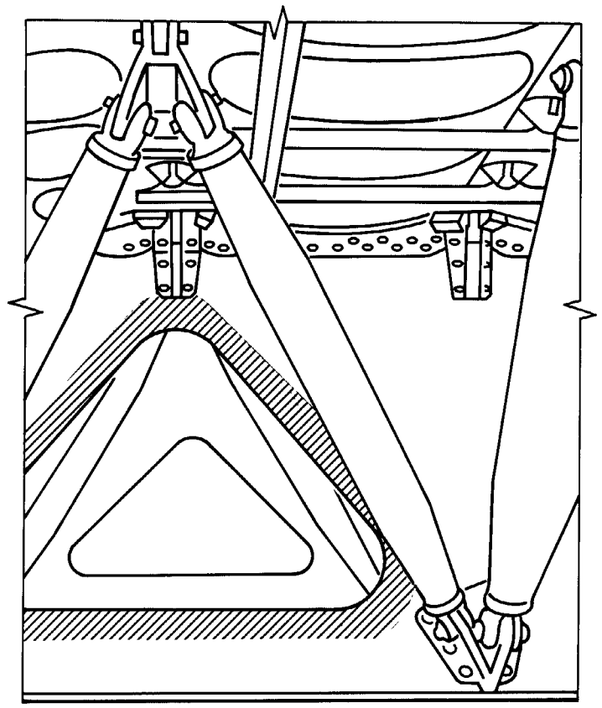
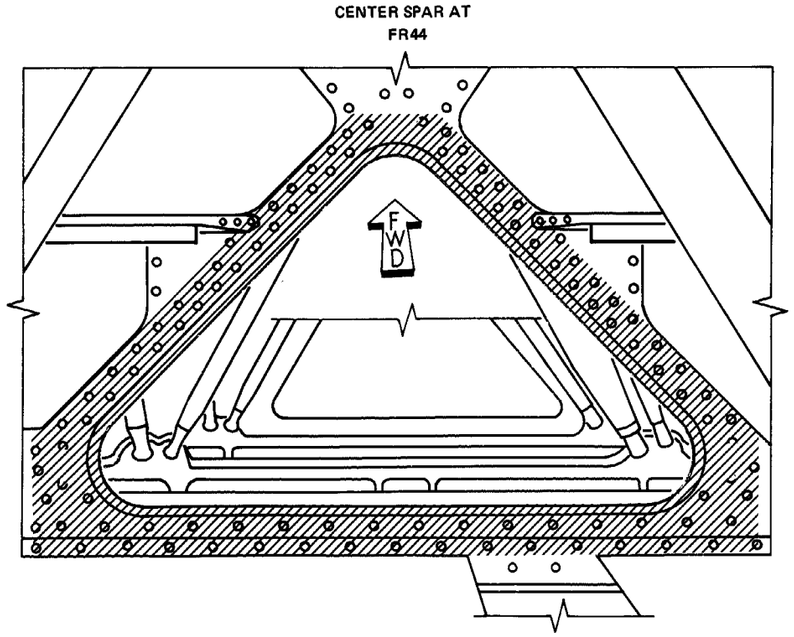
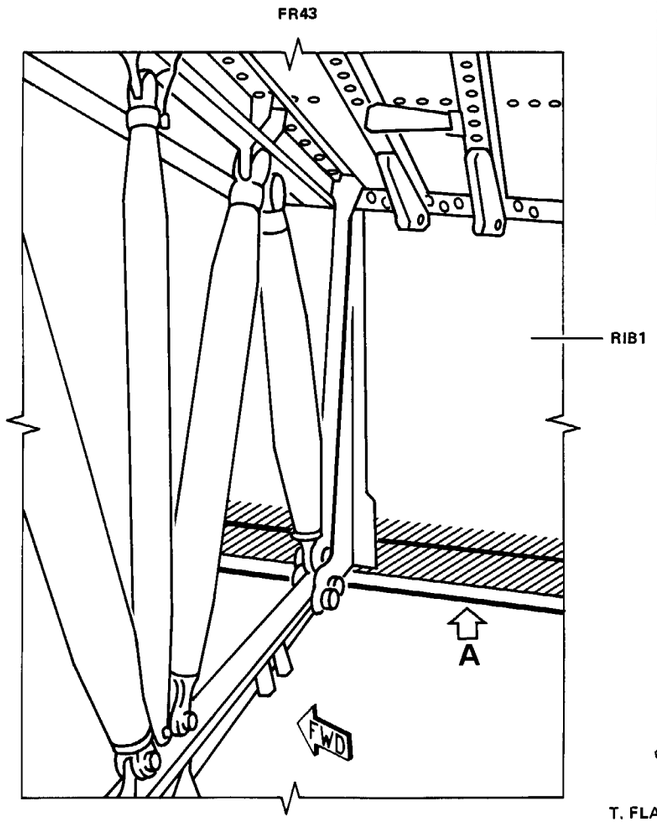
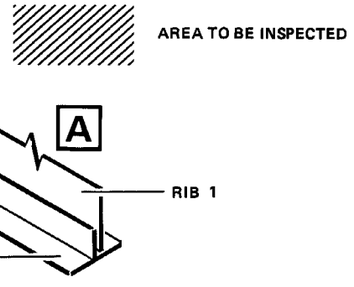
Main Landing Gear Well Structure
Figure 603











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Wing Center Box Structure
Figure 604

EFFECTIVITY: ALL

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centerline.
2 Lower skin panel inside wing center box at RIB1 between STA2294/FR40/41 and STA2612/FR47/48.
3 Wing center box skin splice T-section inboard of RIB1.
4 Wing center box structure.
5 Outer top and bottom skin plating.
6 Corners of triangular cutouts in rear panel.
7 Pump aperture in wing center box lower skin and associated reinforcements.

(2)Permissible damage

(a)Cracks and scratches in panels

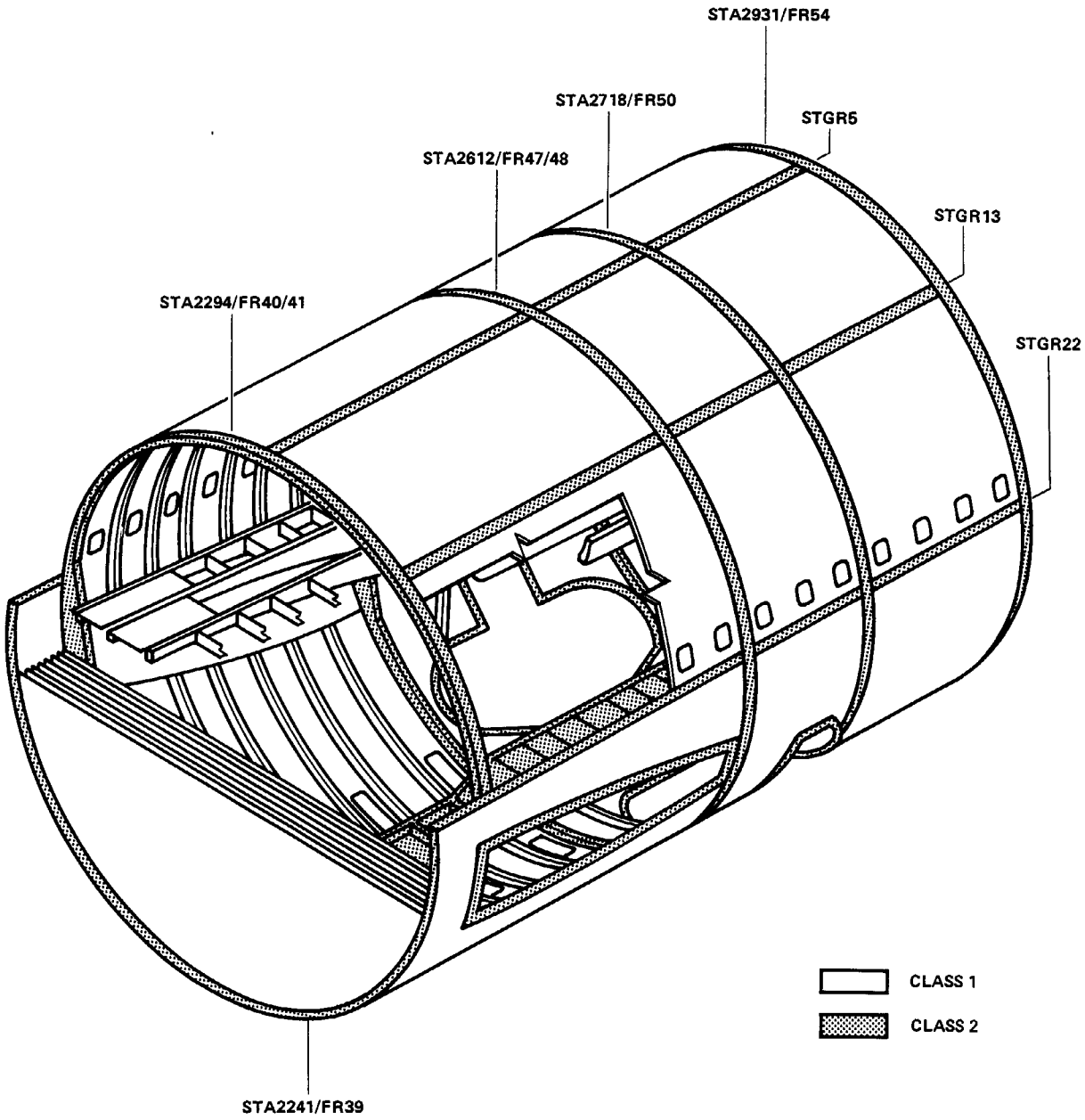
(Ref. Fig. 605)
(Ref. Fig. 606)
(Ref. Fig. 607)

Class 1 : This covers structural components without connecting parts or openings.
Class 2 : This includes structural components with connection through bolts or rivets as well as opening surrounds and some fittings.

Permissible limits: one crack or one scratch per recess.
(Recess is the area delimited by 2 horizontal stiffeners and 2 vertical frames).
Areas depicted on figure are plotted on the basis of crack or scratch depth versus length.
Area 1 = Permissible damage.
Area 2 = Monitoring every 9000 flights and elimination of scratch at next Major Inspection.
Area 3 = Repair before completion of the next 50 revenue flights.
Area 4 = Return to base by ferry flight with cabin pressure limited to 0.3 bar (4.3 psi).
Area 5 = Stop crack if necessary and return aircraft to base by ferry flight, after authorization by airframe manufacturer
- with cabin depressurized, if damage affects pressurized zone.
- after checking for leakage, if damage affects a fuel tank.

Area 6 = Aircraft must be grounded.
In the event that there is more than one crack or scratch per recess, the following policy must be applied:
- With Class 1 - more than 2 scratches per recess: the point plotted on above figure shall be shifted to the next higher area.
- With Class 2 - more than one scratch per recess or
- more than 10% of attaching parts between 2 frames or 2 ribs affected by this defect, or
- more than 1 fitting out of 3 of a splice affected,
- more than 10% of depth in opening surround.

Point plotted on figure must be shifted up one area.
- Two superimposed defects, or



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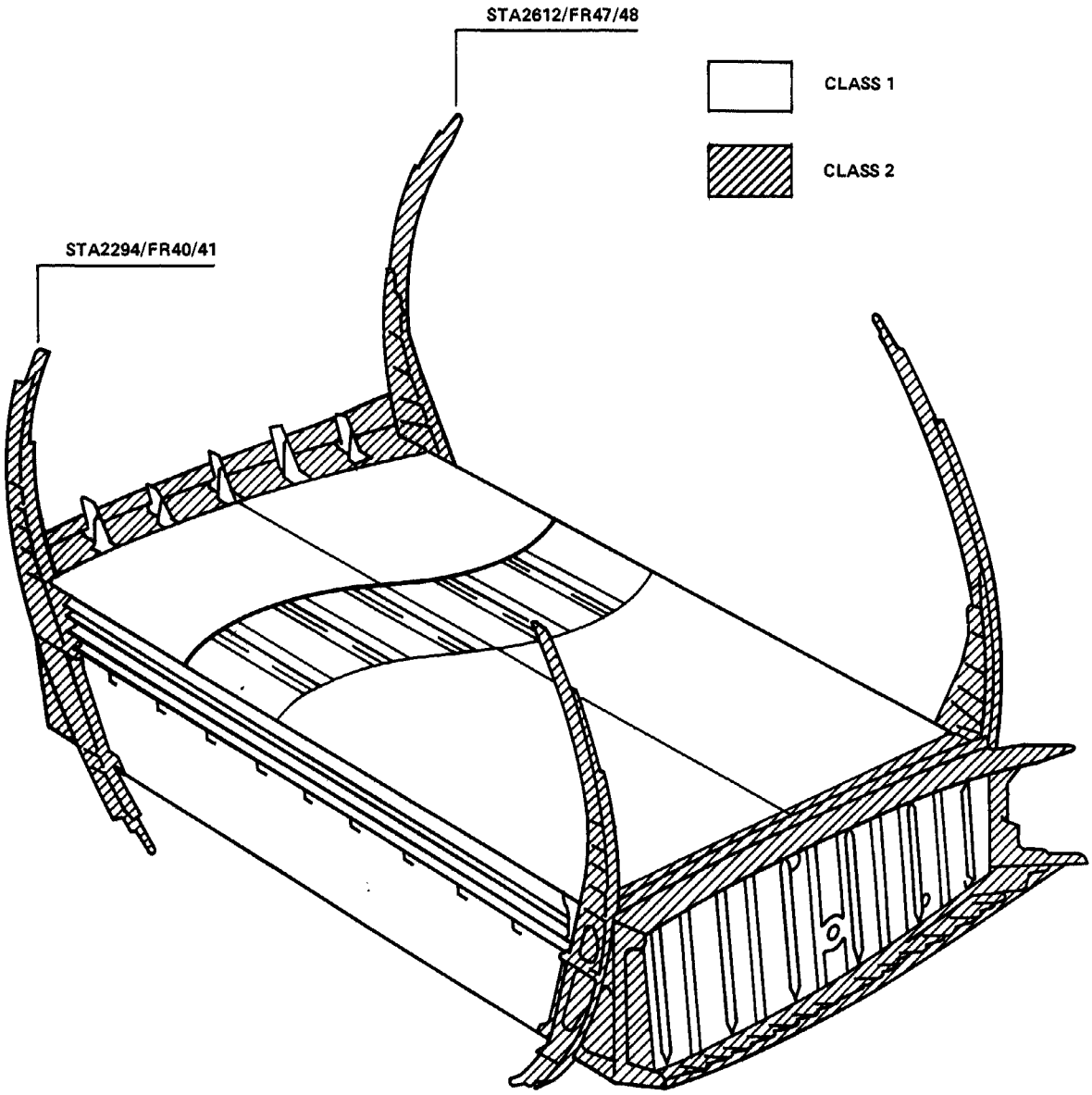
Definition of Classes
Figure 605



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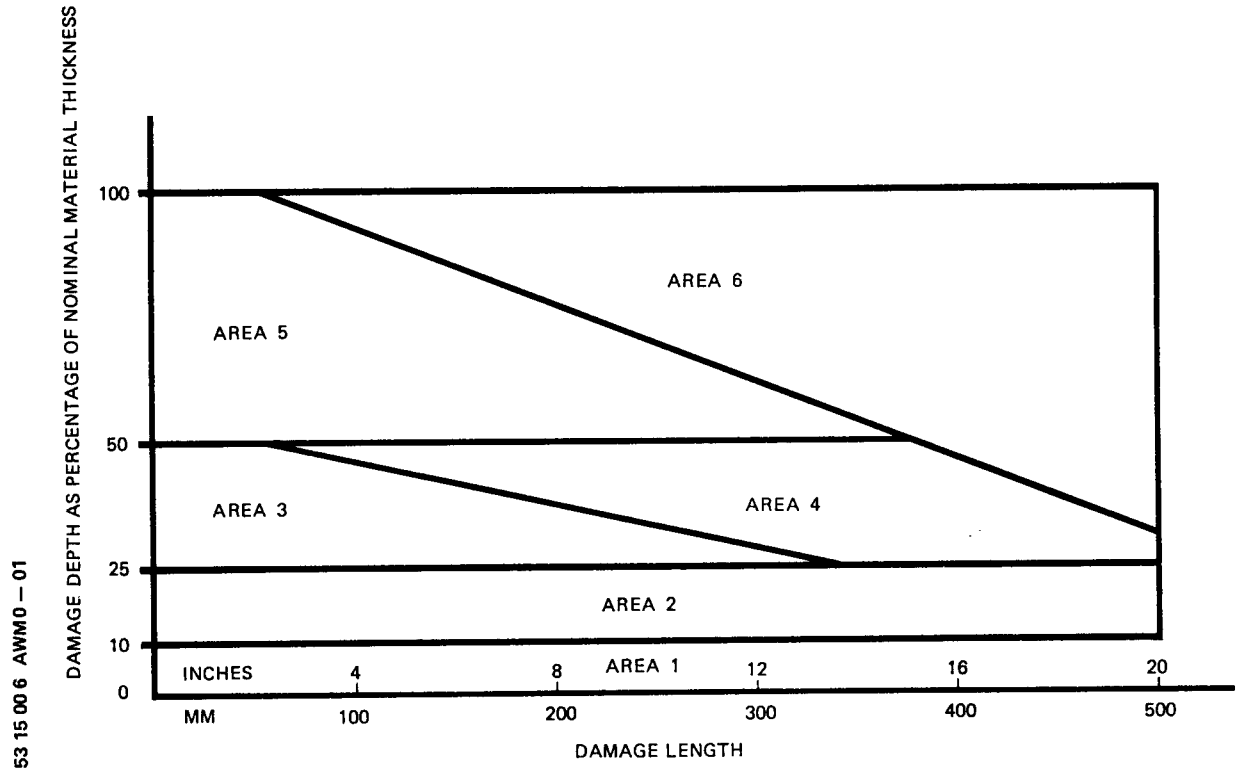
Definition of Classes
Figure 606



R Permissible Damage
Figure 607

- lengthwise scratch in radius of opening surround.

Point plotted on figure must be shifted up 2 areas.

(b)Dent

- With Class 1 : Depth of dent shall not exceed 2% of dent width and maximum depth shall in any case not exceed 2 mm (0.08 in.) with a maximum area of 4cm2 (0.62 sq in.). In the event that the dent has resulted in deformation of a stiffener, even if the foregoing conditions are fulfilled, a repair must be performed before completion of the next 50 revenue flights.
- With Class 2 : No dent is permitted and decision regarding repair is contingent on airframe manufacturer authorization.

C. Close-Up

(1)Make certain that hydraulics compartment is clean and clear of tools and miscellaneous items of equipment.

(2)Install floor panels 147AF, 147BF and 148BF on lower beam (Ref. 53-10-25, P. Block 401).

(3)Make certain that air conditioning compartment is clean and clear of tools and miscellaneous items of equipment.

(4)Install air conditioning compartment floor panel 143DF between STA2453/FR44 and STA2612/FR47/48 (Ref. 53-10-25, P. Block 401).

R CAUTION : MAKE SURE THAT ALL FASTENERS AND PIP PINS ARE CORRECTLY
R INSTALLED AND SAFETIED WHEN YOU INSTALL/CLOSE THE ACCESS
R DOORS/PANELS AT FR47.

(5)Install air conditioning compartment access doors 147BZ, 147CZ and 148CZ.

(6)Make certain that cabin underfloor area is clean and clear of tools and miscellaneous items of equipment.

(7)Install cabin floor panels and carpets between STA2241/FR39 and STA2931/FR54.

(8)Install passenger seats between STA2241/FR39 and STA2931/FR54 (Ref. 25-21-00, P. Block 401).

(9)Remove access platform (A) from forward center passenger compartment.

(10)Make certain that wing center box is clean and clear of tools and miscellaneous items of equipment.

(11)Install booster pump canister on wing center box lower panel (Ref. 28-21-36, P. Block 301).

(12)Install manhole cover 147AZ (148AZ) (Ref. 28-11-14, P. Block 401) at STA2612/FR47/48 on wing center box.

(13)Refuel center tank (Ref. 12-11-28, P. Block 301) and check access doors for leakage.

(14)Remove access platform (B) from main landing gear well area.

(15)Close main landing gear main doors (Ref. 32-12-11, P. Block 301).

SKIN PLATES - DESCRIPTION AND OPERATION

1. General

The fuselage skin plates in this section, on each side of the fuselage, are divided into three groups :

- Upper skin plates
- Lateral skin plates
- Lower skin plates

2. Component Description

(Ref. Fig. 001)

A. Upper Plates

These include the dorsal plates and the plates containing the passenger compartment window apertures.

These plates are of uniform thickness and are stiffened by bonded stringers. Doublers, bonded to the longitudinal edges of the plates protect the junctions with adjacent skin plates. Supplementary reinforcing around the passenger compartment window apertures is provided by a doubler bonded to the lower half of the plate

B. Lateral Plates

The lateral plates include :

(1) From FR39 to FR45, an integrally machined side plate including the emergency exit panel, spliced to the upper surface plate of the wing center box.

(2) From FR45 to FR54, two plates. The upper one including the window apertures, and the lower one, spliced to the upper surface plate of the wing center box, which extends rearwards above the main landing gear well and covers the lateral extremities of the pressurized floor structure.

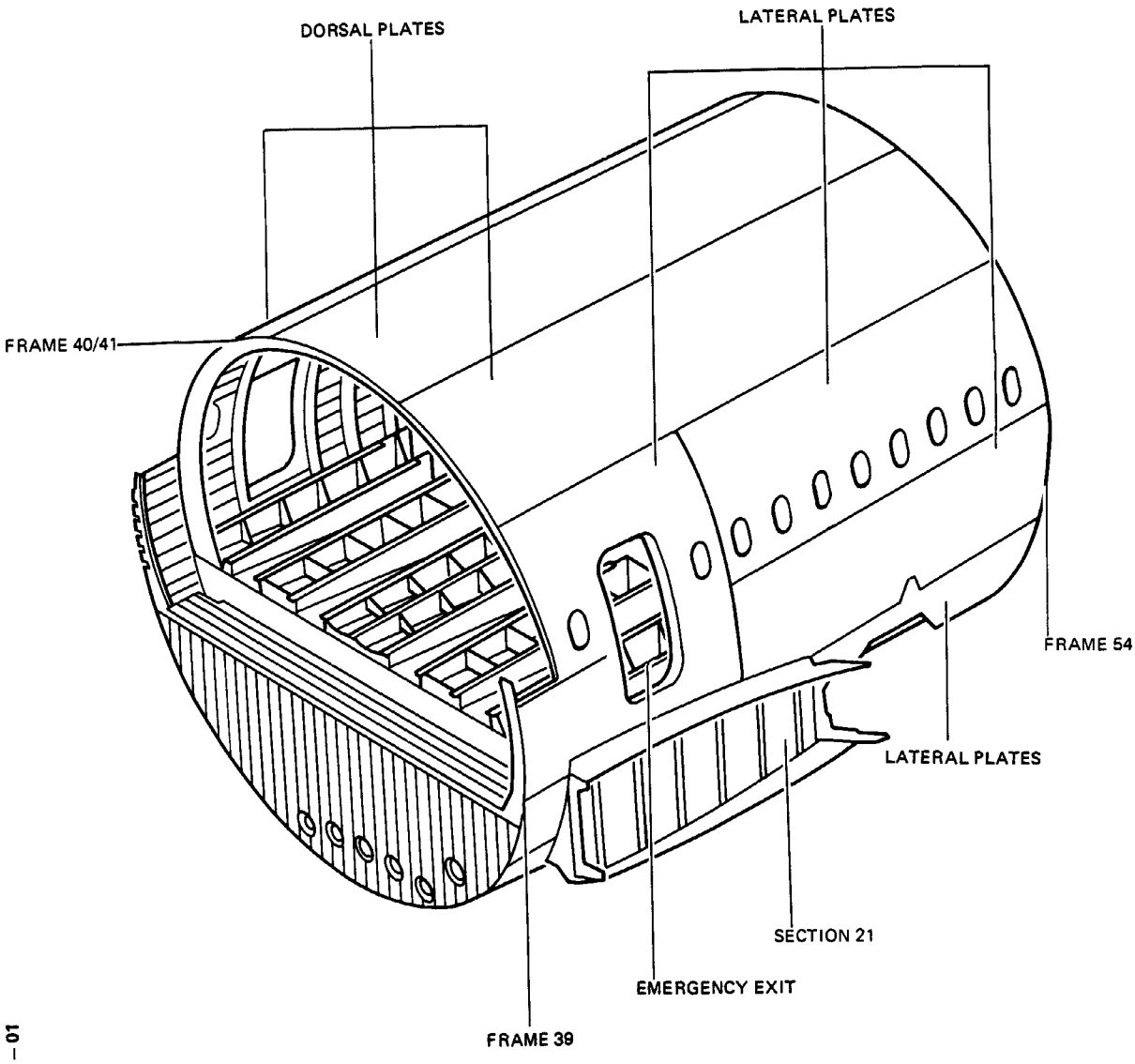
(3) Two intermediate plates, located forward and aft of wing root, attached to forward and aft wing center box spars.
The forward plate contains numerous holes for the passage of circuits and controls between the fuselage and wing leading edge.
The rear plate extends rearwards to frame 54, locally forming the upper part of the main landing gear opening surround structure.
Splicing of the aft intermediate plate to the lateral plate is achieved by a tee section which also picks up the pressurized floor structure.

C. Lower Plates

These plates which form the lower fuselage walls include :

(1) A lower lateral plate spliced to the lower surface plate of the wing center box. The aft part of this plate forms the central structure of the main landing gear opening surround.

(2) A lower plate, which in the area of the main landing gear well, forms part of the fuselage keel beam.



Skin Plates
Figure 001

D. Assembly

Each skin plate junction coincides with a fuselage frame transversally and a stringer longitudinally. the transversal junctions of dorsal plates, the plates containing the window aperture and the lateral plates are butt jointed.

The lower lateral, forward and aft intermediate and lower plates, all being machined are lap jointed.

The joints between plates and their attachment to frames, stringers, etc are riveted, with interposition of a sealing compound.

FUSELAGE CENTER SECTION SKIN PLATES (STA 2241/FR39 - STA 3354/FR54 INSPECTION/CHECK

1. Reason for the Job

A. Visual inspection of the various skin panels.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 1.5 to 7 m (5 to 23 ft.)
Referenced Procedures	
- 51-00-00, P. Block 801	Structures
- 51-74-10, P. Block 801	Removal of Corrosion
- 51-23-10, P. Block 1	Paint Coatings
- 53-15-63, P. Block 401	Fairings - Wing to Fuselage
- 53-15-00, P. Block 601	Fuselage Center Section

3. Procedure

A. Job Set-Up
(1)Install access platform.
(2)Open wing lower surface access door 571DB and 671DB.
(3)Remove
wing to fuselage fillets from STA 22408.5/FR42 to STA 29311.7/FR54 (Ref. 53-15-63, P. Block 401).

B. Inspection/Check
NOTE : Should an incipient crack be suspected during the following Inspection/Check, an approved non-destructive test must be carried out.
(1)Check that skin plate paintwork is in good condition.
NOTE : Restoration of paintwork : Ref. 51-00-00, P. Block 801).
(2)Check junction between skin plates and make certain no rivet is loose. If necessary, replace rivets.
(3)Check that there is no corrosion. For corrosion removal : Ref. 51-74-10, P. Block 801.
(4)Inspect visually the following areas for evidence of scoring, cracks and distortion :
(a)Air conditioning compartment skin plate.
(b)Plate splicing at STA 2612/FR47/48 stringers 36 left and right.
(c)Attachment of skin plating at STA 2612/FR47/48 between stringers 29 and 36, left and right.
(d)Lower corners of main gear well at STA 2612/FR47/48 and STA 2931/FR54.
(e)Upper corners of main gear well at STA 2771/FR51.
(f)Support structure in the area of flap-to-fuselage attach fittings at STA 2825/FR52.
(g)Main gear well and hydraulics compartment skin plating.
(h)Skin plates of the visible section of window frames between STA

2559/FR46 and STA 2718/FR51 between stringers 18 and 22, right and left.

(j)Skin plating horizontal splicing at stringer 22 right and left between STA 2559/FR46 and STA 2612/FR47/48.

(k)Skin plating splicing at stringer 5 right and left between STA 2878/FR53 and STA 2931/FR54.

(l)Center spar box upper opening in skin plating at STA 2294/FR40/41 and STA 2612/FR47/48.

NOTE : For permissible damage : Ref. 53-15-00, P. Block 601
for approved repairs : Ref. 51-00-00, P. Block 801.

C. Close-Up

(1)Install removed fillets.

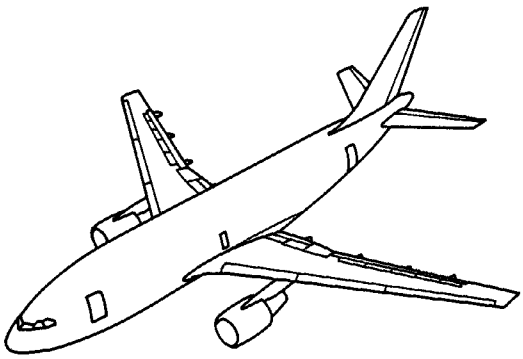
(2)Close wing lower surface access doors.

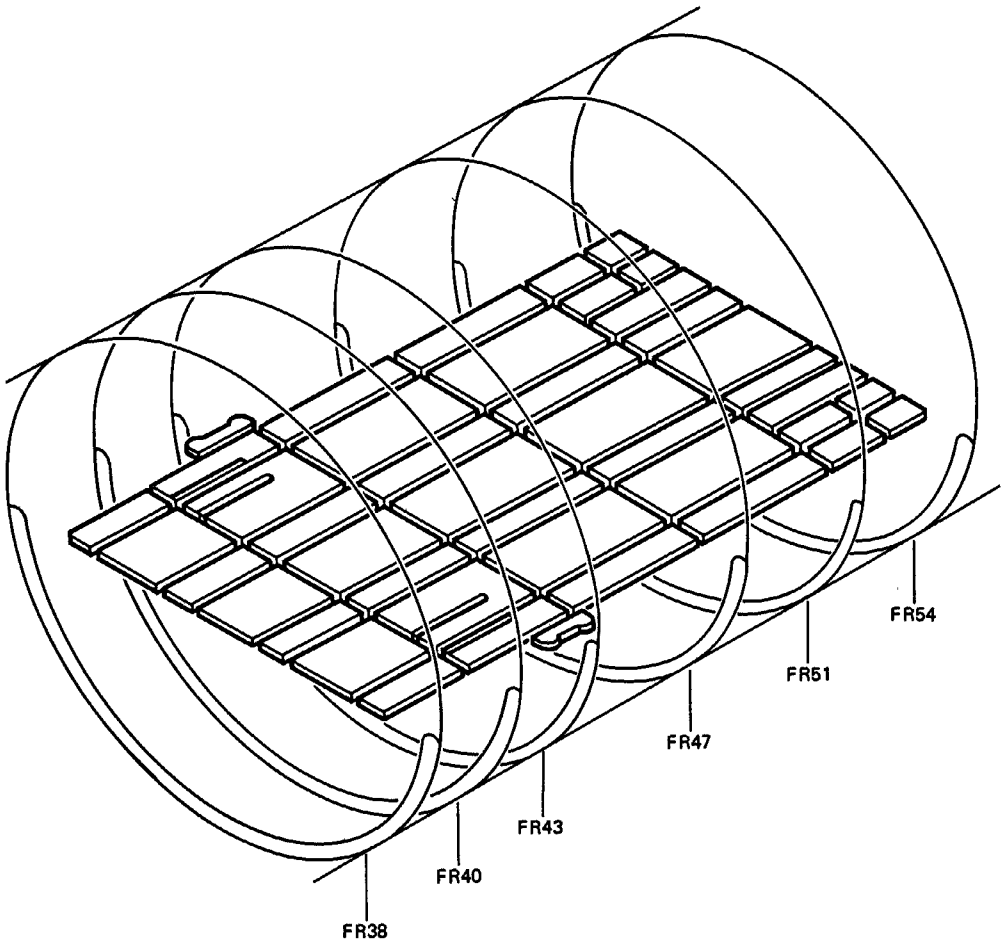
(3)Remove access platform.

FLOOR STRUCTURE - DESCRIPTION AND OPERATION

1. General
   (Ref. Fig. 001)
   Floor panels in section 15 consist of a honeycomb core bonded between either prepreg or aluminum sheets

2. Description
   The floor panels in section 15 rest on and are secured to the longerons by means of nuts and bolts and are easily removable, thus permitting rapid maintenance or replacement





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Floor Structure Section 15
Figure 001

AIR CONDITIONING COMPARTMENT FLOOR PANELS - REMOVAL/INSTALLATION

1. Reason for the Job

A. For Underfloor Inspection
For access to floor support structure
For panel replacement

2. Equipment and Materials

ITEM	DESIGNATION
A.	Adjustable Access Platform 1.5 m to 7 m (5 ft. to 23 ft.)
Referenced Procedure - 32-12-11, P. Block 301	Main Gear Main Door (Ground Door(s) Opening)

3. Procedure (Ref. Fig. 401, 402)

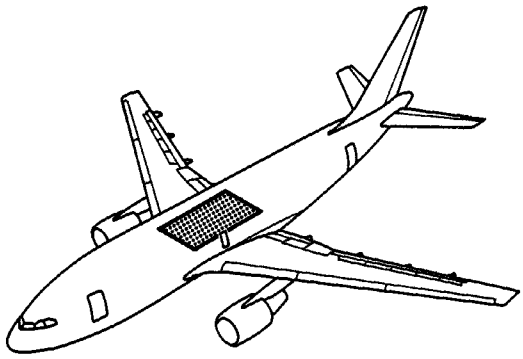
A. Job Set-Up
(1)Open main L/G doors (Ref. 32-12-11, P. Block 301).
(2)Position access platform.
(3)Open air conditioning compartment access door 147BZ.

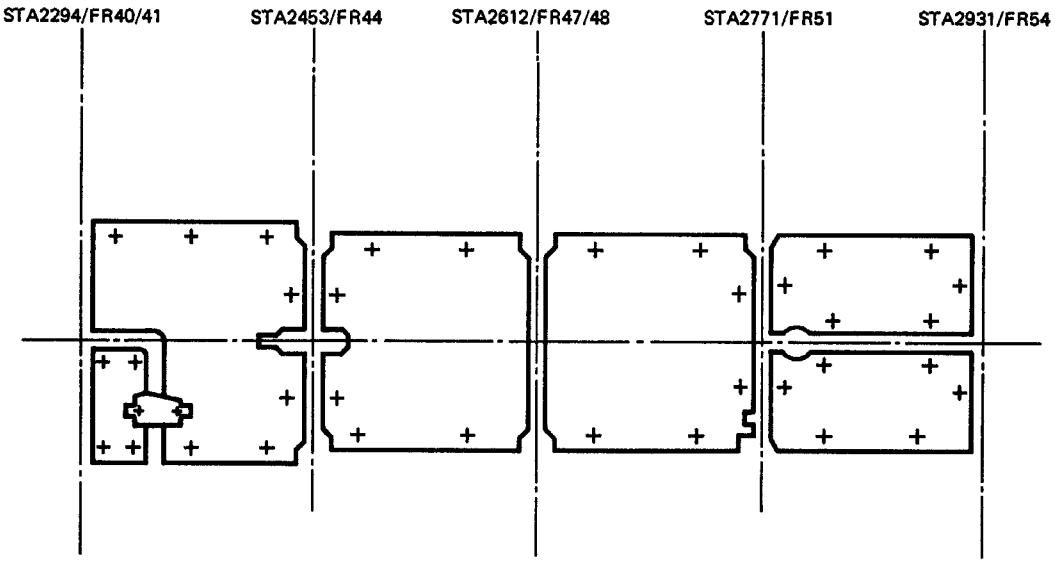
B. Removal (Ref. Fig. 402)
(1)Between STA22938.5/FR40 and STA27715/FR51, remove attaching screws from lower beam panel.
(2)Retain screws and place them in a sachet

C. Preparation of Replacement Component
(1)Check condition of replacement component.
(2)Check condition of floor panel supports.
(3)CLean panel adjacent area
(4)Check condition of screws. Replace if necessary.

D. Installation
(1)Position floor panels.
(2)Install and tighten screws.
(3)Check clearances between panels and structure (Ref. Fig. 402)

E. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
R CAUTION : MAKE SURE THAT ALL THE FASTENERS AND PIP PINS ARE CORRECTLY
R INSTALLED AND SECURED WHEN YOU INSTALL/CLOSE THE ACCESS
R DOORS/PANELS AT FR47.
(2)Close air conditioning compartment access door 147BZ.
(3)Remove access platform.
(4)Close main L/G doors (Ref. 32-12-11, P. Block 301).





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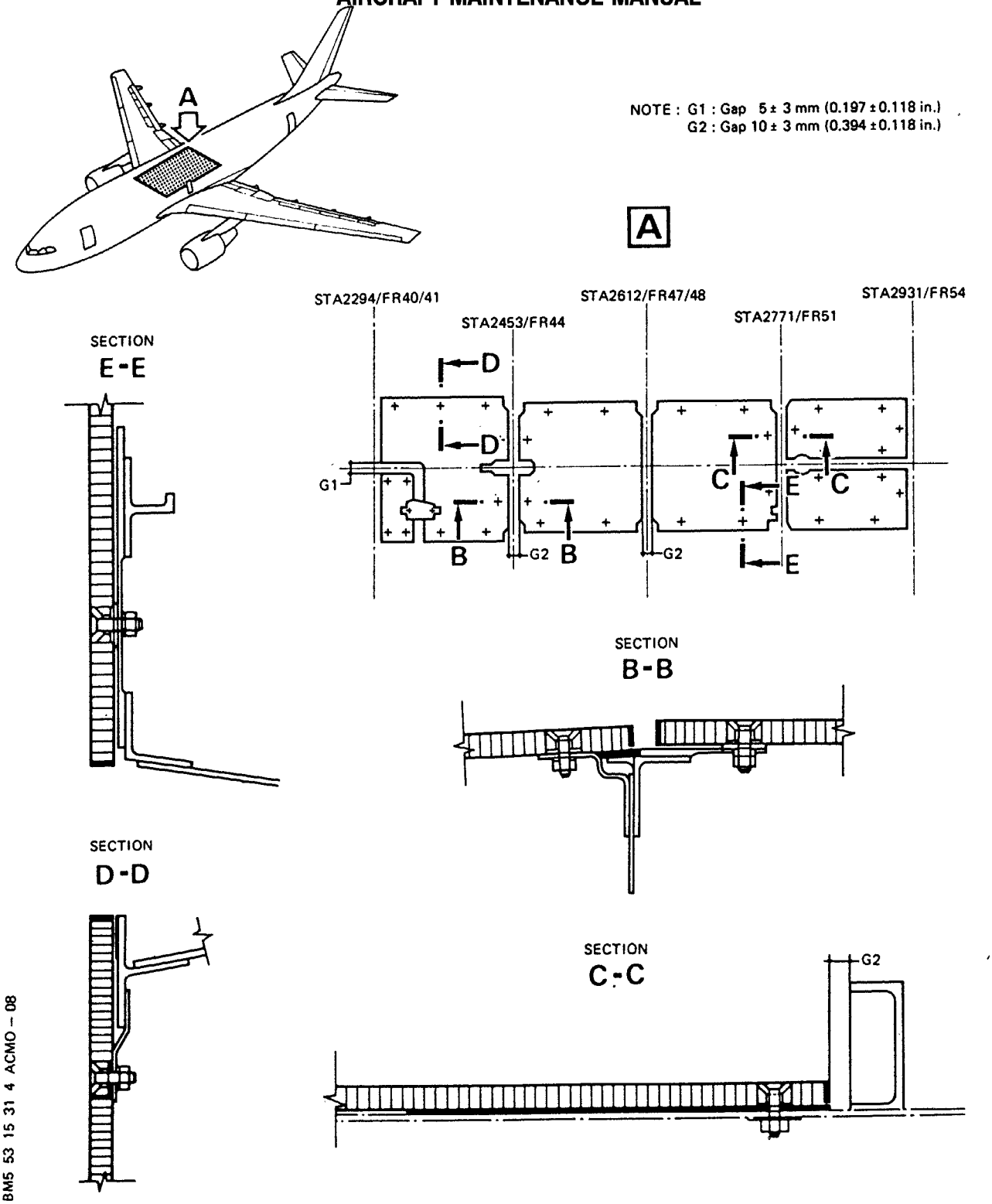
Air Conditioning Compartment Floor Panels
Figure 401



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Floor Panel Clearance Limits
Figure 402

AIR CONDITIONING COMPARTMENT FLOOR PANELS - INSPECTION/CHECK

CAUTION : TO PREVENT FURTHER DEGRADATION, MAKE CERTAIN THAT PAINT COATING OF COMPOSITE STRUCTURE IS RESTORED IF DAMAGED (REF. 51-75-10, P. BLOCK 801).

CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE NOMINAL MATERIAL THICKNESS AS SPECIFIED IN THE SRM (STRUCTURAL REPAIR MANUAL).

NOTE : Allowable damage is defined as minor damage which does not affect the structural property or the function of the component.
It is not necessary to make a structural repair when damage is within allowable damage limits. All cracks, crushed core and impact damage must be repaired during the next check. The parameters for allowable damage on floor panels are given in the "Types, Definitions and Limits of Damage" (Ref. SRM, 51-77-00, P. Block 101).

1. Reason for the Job
Check of air conditioning compartment floor panels.

A. Inspection of Installed Floor Panels

B. Inspection of Removed Floor Panels

2. Equipment and Materials

ITEM	DESIGNATION
A.	Adjustable Access Platform 1.5 m to 7 m (5 ft. to 23 ft.)
Referenced Procedures	
- 32-12-11, P. Block 301	Main Gear Main Door - (Ground Door(s) Opening)
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 51-77-00, P. Block 101 (SRM)	Composite Materials - Allowable Damage
- 51-77-10, P. Block 801	Repair of Composite Components
- 51-77-11, P. Block 201 (SRM)	Composite Repairs - Skin Damage
- 51-77-12, P. Block 201 (SRM)	Composite Repairs - Sandwich Structure
- 53-15-31, P. Block 401	Panels - Air Conditioning Compartment Floor

3. Procedure

A. Job Set-Up
(1)Open main L/G doors (Ref. 32-12-11, P. Block 301).
(2)Position access platform.
(3)Open air conditioning compartment access door 147BZ.

B. Inspection of Panels (Installed)
(Ref. SRM 51-77-00, P. Block 101)
(1)Inspect floor panels for:
(a)Scratches

(b)Cracks
(c)Impact damage
(d)Crushed core
(e)Dents
(f)Delaminations and debondings.

(2)If damage does not exceed the allowable damage limits, repair floor panels at the next check (Ref. SRM 51-77-11, 51-77-12, P. Block 201).

(3)Should stated limits be exceeded, floor panels must be renewed immediately.

(4)Check floor panels for security of attachment.

(5)Visually check that floor panels do not show signs of splitting or separation of outer sheet from core.

(6)Make certain that panels do not show signs of sagging.

(7)Check that joint cover strips are in good condition.

(8)Check that floor panel fasteners are in correct condition.

C. Inspection of Panels (Removed)
(Ref. SRM 51-77-00, P. Block 101)

(1)Remove floor panels as required (Ref. 53-15-31, P. Block 401).

(2)Carry out inspection as described (Ref. Para. B.(1)(a) thru (f)).

(3)Repair floor panel as necessary (Ref. SRM 51-77-11, 51-77-12, P. Block 201).

(4)Install floor panels (Ref. 53-15-31, P. Block 401).

NOTE : Check condition of sealing strips on seat tracks and adhesive strips on cross beams before installing floor panels and renew as necessary.

(5)For repair of paint coatings, refer to 51-75-10, P. Block 801.

(6)For repair of sealing, refer to 51-76-10, P. Block 801.

(7)Inspect panels for security of attachment, damage and in particular paint damage and sealing.

(8)Inspect non-slip surface on floor panels for good condition and repair as required (Ref. 51-77-10, P. Block 801).

(9)Pay special attention to floor panel sealing.

D. Close-Up

R CAUTION : MAKE SURE THAT ALL FASTENERS AND PIP PINS ARE CORRECTLY
R INSTALLED AND SAFETIED WHEN YOU INSTALL/CLOSE THE ACCESS
R DOORS/PANELS AT FR47.

(1)Close air conditioning compartment access door 147BZ.

(2)Remove access platform.

(3)Close main L/G doors (Ref. 32-12-11, P. Block 301).

1. General

Support struts are located beneath the various compartments and provide structural strength, support and rigidity to the associated crossbeam assemblies.

2. Component Location

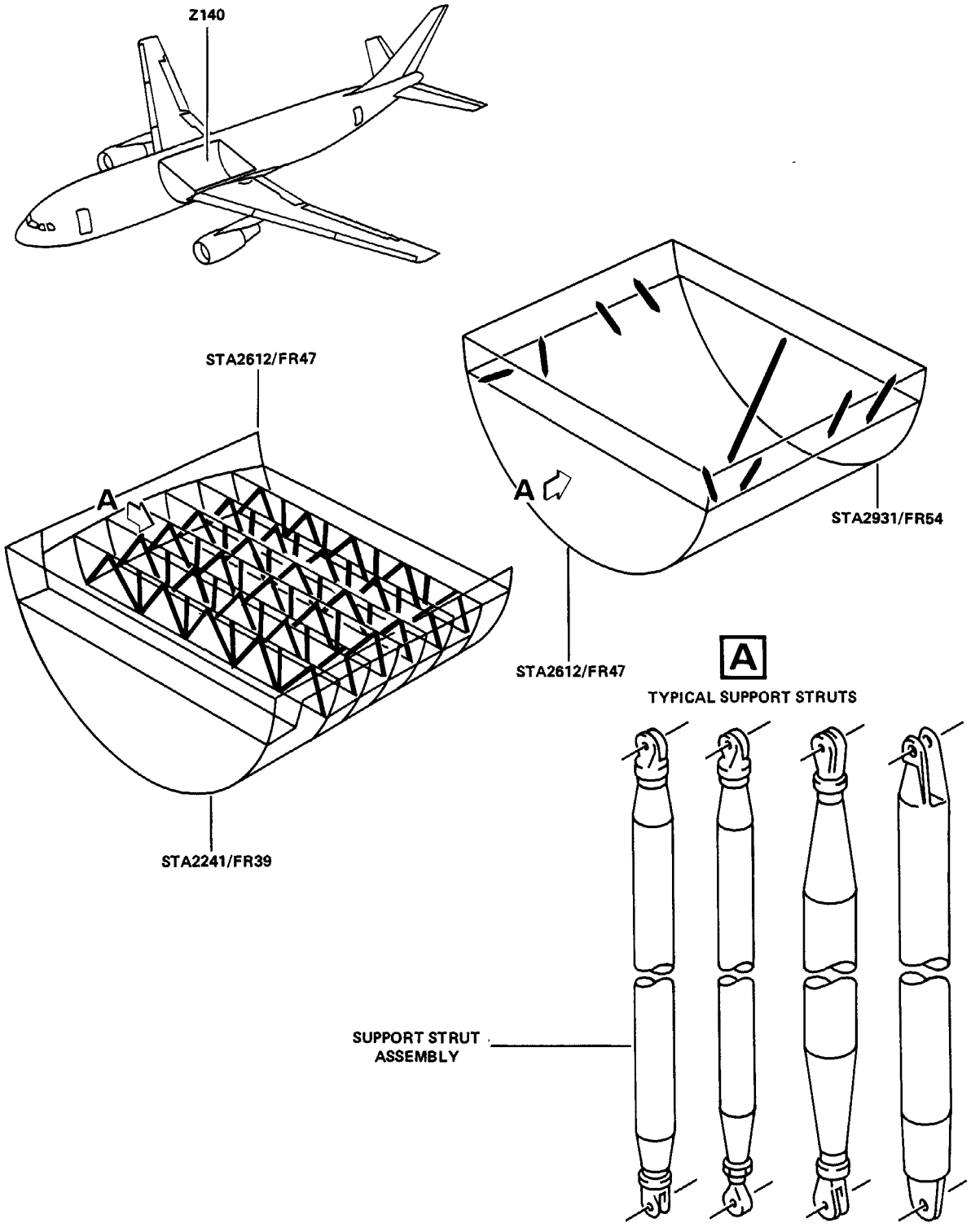
(Ref. Fig. 001)

ITEM	NAME	PANEL ZONE	ACCESS DOOR
A.	Support Struts STA2241/FR39 thru STA2931/FR54	140	734 744

3. Description

A. Support Struts

(1) The fixed and variable length support struts are aluminum alloy tubes of individual length and wall thickness. Attached to either end is a fork or eye end fitting which connects the support strut to the crossbeam assembly and attachment fittings. Fine adjustment of a variable support strut is achieved by rotating the center tube with both end fittings in a fixed position.



Support Struts
Figure 001

SUPPORT STRUTS - FUSELAGE CENTER SECTION 15/21 (STA2294/FR40 TO STA2931/FR54) - REMOVAL/INSTALLATION

1. Reason for the Job

A. Replacement of, one or more of the struts.
NOTE : It is recommended that the removal/installation of support struts be performed singly to avoid incurring possible distortion of fuselage structure.

2. Equipment and Materials

	ITEM	DESIGNATION
	A.	Adjustable Access Platform (1.5 to 7 m) (5 ft. to 23 ft.)
	B. 98A53003010000	Measuring Rule - Onboard Rod
	98A53003010041	Measuring Rule - Onboard Rod Center-To-Center Distance (sub assy of 98A53003010000) Min. 470 mm (18.504 in.); Max. 700 mm (27.56 in.).
	98A53003010042	Measuring Rule - Onboard Rod Center-To-Center Distance (sub assy of 98A53003010000) Min. 690 mm (27.165 in.); Max. 11000 mm (43.307 in.).
	98A53003010040	Measuring Rule - Onboard Rod Center-To-Center Distance (sub assy of 98A53003010000) Min. 1500 mm (59.055 in.); Max. 2250 mm (88.582 in.).
R	98A53003010046	Measuring Rule - Onboard Rod
R		Center-To-Center Distance (sub assy of
R		98A53003010000)
R		Min. 1000 mm (39.37 in.);
R		Max. 1510 mm (59.44 in.).
	C. Material No. 05-002	Special Materials (Ref. 20-31-00)
	D. Material No. 11-003	Cleaning Agents (Ref. 20-31-00)
	E. Material No. 09-001	Sealants (Ref. 20-31-00)
	Referenced Procedures	
	- 32-12-11, P. Block 301	Main Gear Main Door - (Ground Door(s) Opening)
	- 28-10-00, P. Block 301	Storage
	- 28-11-29, P. Block 401	Manhole Covers
	- 28-25-00, P. Block 301	Refuel/Defuel System

3. Procedure

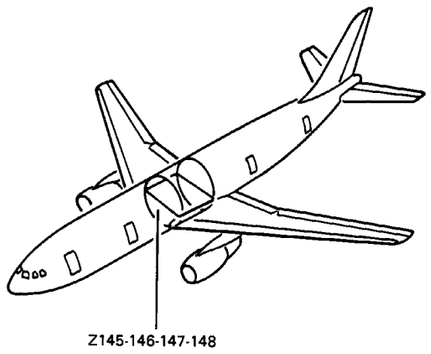
A. Job Set-Up
(1)Open main L/G doors (Ref. 32-12-11, P. Block 301).
(2)Position access platform.

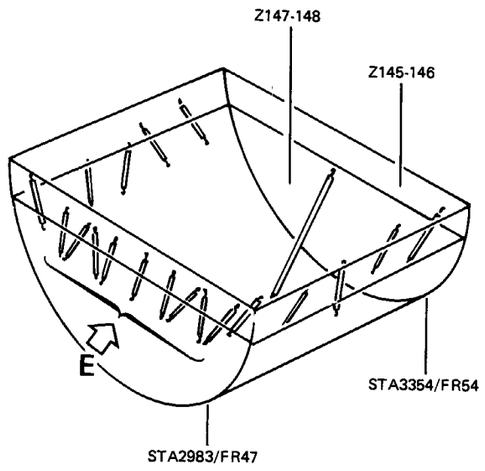
(3)If necessary, remove air conditioning compartment access door 147BZ at STA2612/FR47.
(4)Defuel center tank (Ref. 28-25-00, P. Block 301).
(5)Remove center tank manhole covers (Ref. 28-11-29, P. Block 401).
(6)Vent tank, observing all safety precautions (Ref. 28-10-00, P. Block 301).

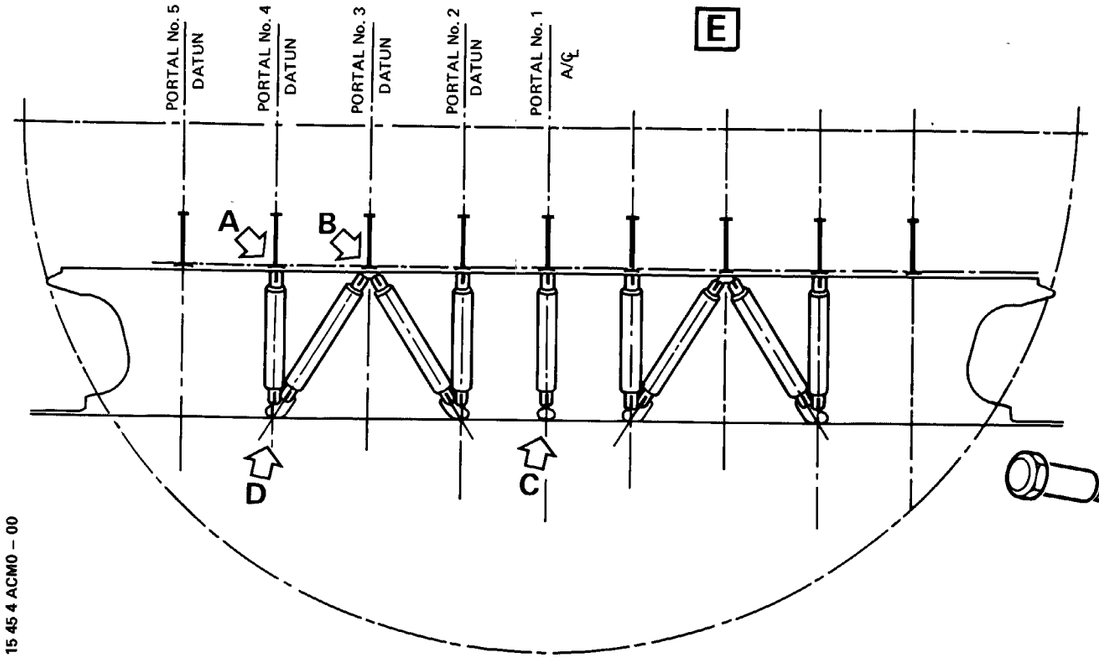
B. Removal
(1)Removal of lateral support between STA2612/FR47 and STA2931/FR54
(Ref. Fig. 402)
(a)Remove cotter pins (4) from castellated nuts (3) at upper and lower attachment points, on portal and frame respectively of support strut (5).
(b)Remove nuts (3), washers (2) and bolts (1).
(c)Remove support strut (5).

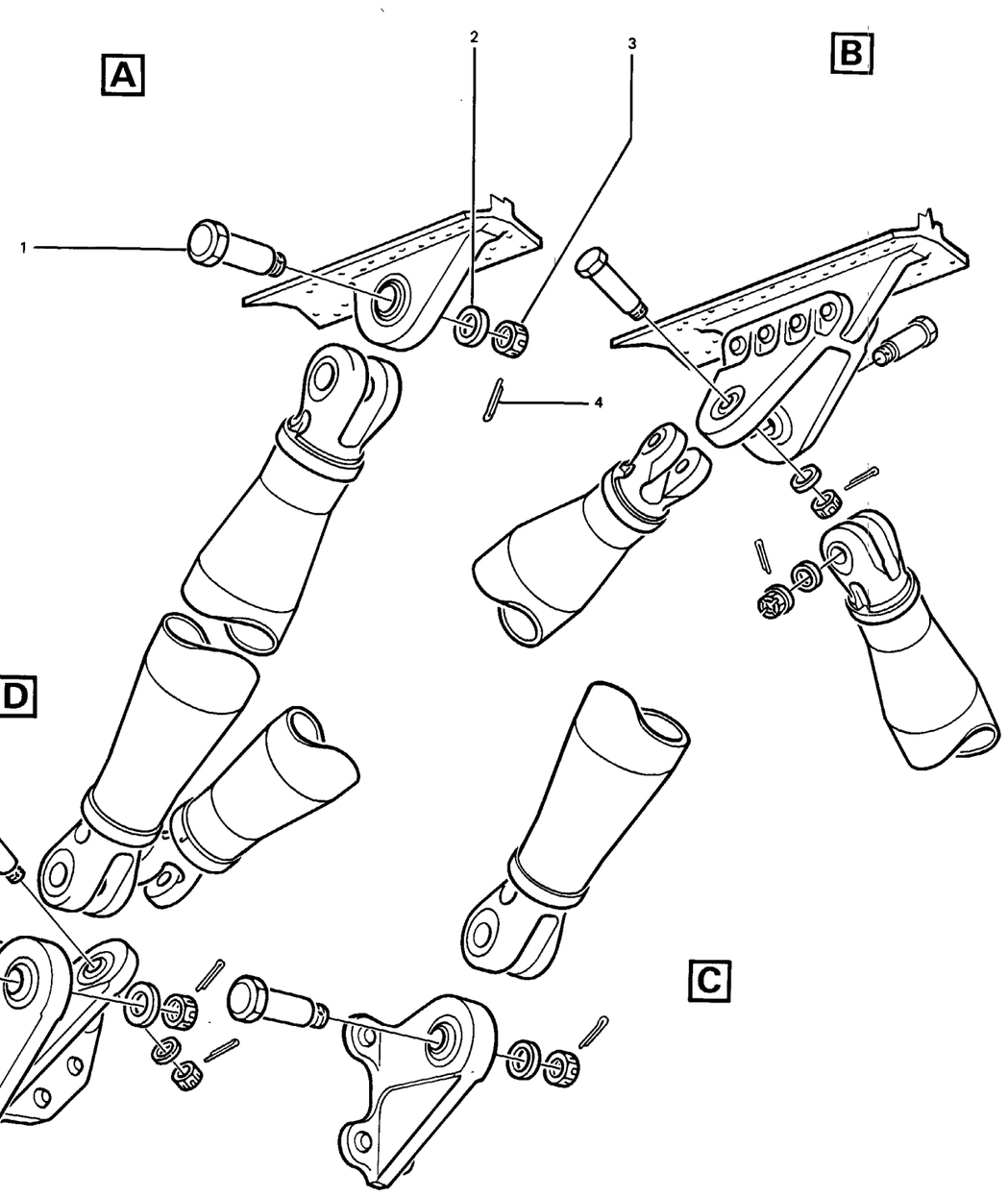
(Ref. Fig. 401)
(a)Remove cotter pins (4) from castellated nuts (3) at upper and lower attachment points of support strut.
(b)Remove nuts (3), washers (2) and bolts (1).
(c)Remove support strut.
(2)Removal of lateral support strut between STA3036/FR48 and STA3354/FR54
(2)Removal of support strut on keel beam
(Ref. Fig. 402)
(a)Remove cotter pins (2) from castellated nuts (3) at upper and lower attachment points on FR54 and keel beam respectively.
(b)Remove nuts (3), washers (4) and bolts (5).
(c)Remove support strut (1).
(3)Removal of wing center box support strut
(Ref. Fig. 403)
(a)Remove nut (5), washer (6), screw (8), attaching bonding lead (7).
(b)Using a non-metallic scraper, remove sealant from castellated nuts (3).
(c)Remove cotter pins (4) from castellated nuts (3) at upper and lower attachment points of support strut.
(d)Remove nuts (3), washers (2) and bolts (1).
(e)Remove support strut (9).
(f)Clean castellated nut (3) and the end of bolt (1) with Material No.11-003

C. Preparation of Replacement Component
(1)Not applicable.
(2)Lateral support strut between STA2612/FR47 and STA2931/FR54
(a)Check that replacement component and removed component are of identical type.
(b)Using the rule P/N 98A5300301000, note center-to-center distance of support strut.
(c)Drill and ream the support strut as per following sizes ; considering the center-to-center distance noted in Para. (b) above.









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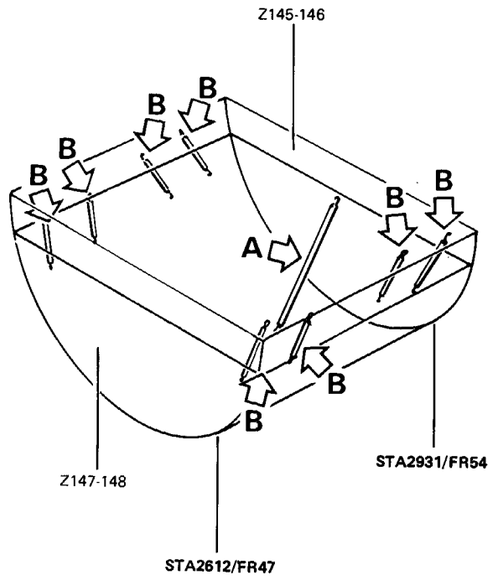
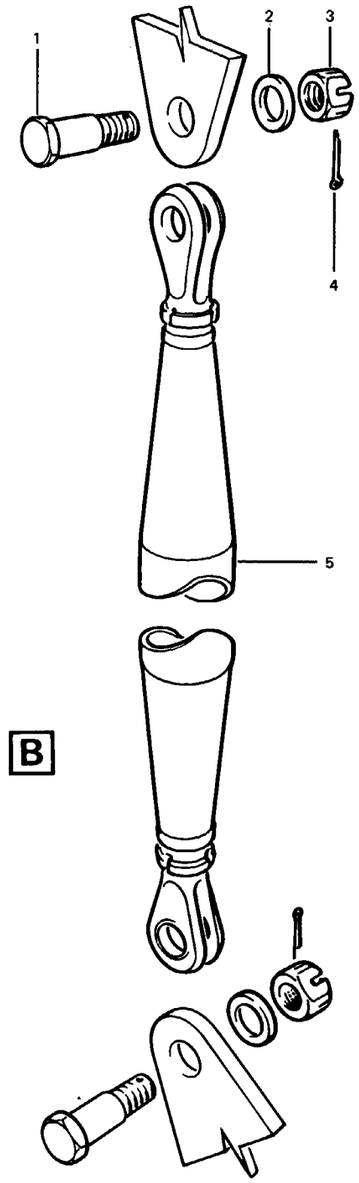
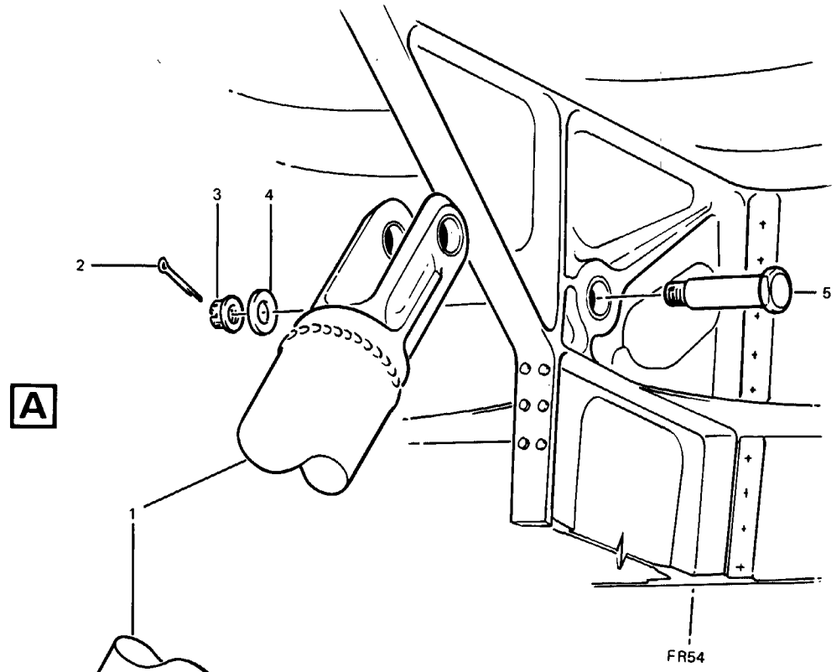
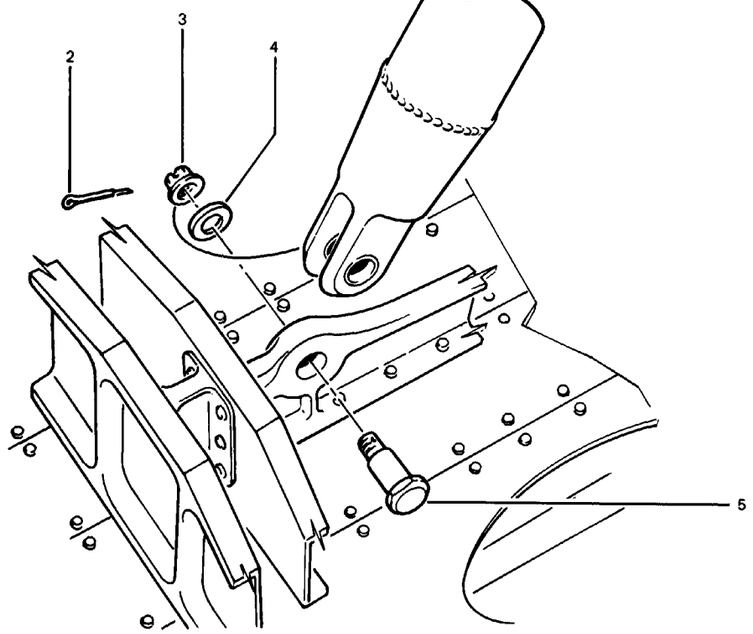
Support Struts at Wing Center Box Rear Spar, FR47
Figure 401









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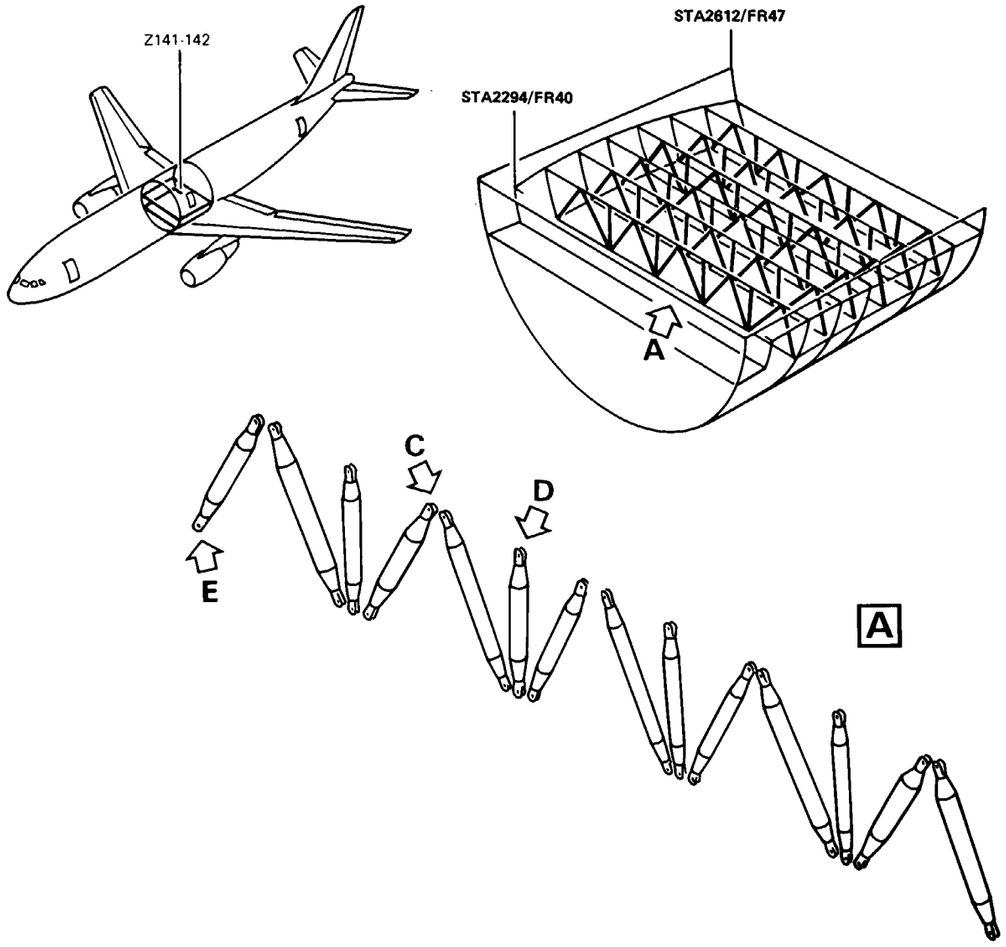
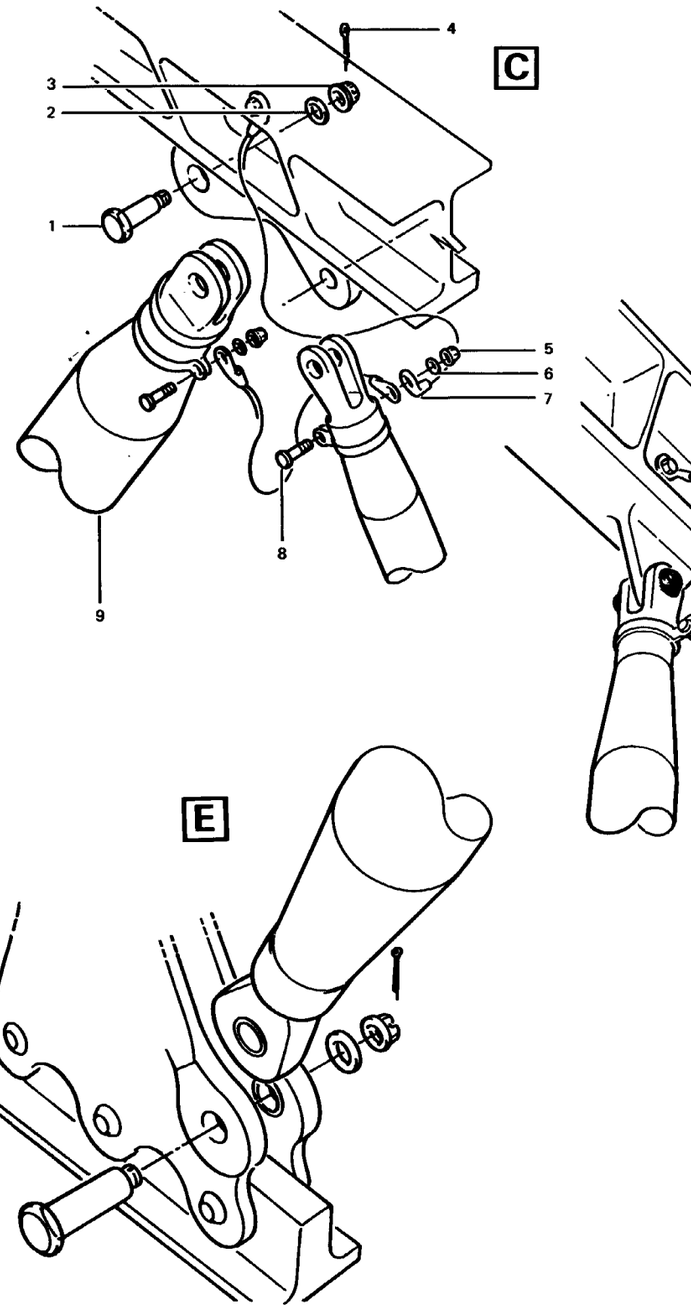
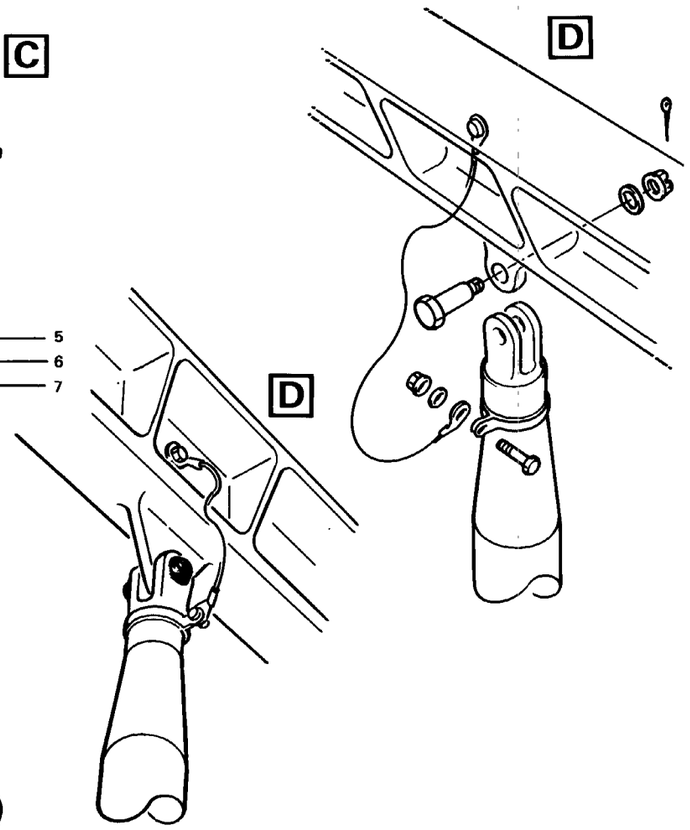
Support Struts Between FR47 and FR54
Figure 402







Wing Center Box Support Struts
Figure 403

OPERATION	DIAMETER	
	mm	in
Reaming, Final Dia.	12.677/12.697	0.4991/0.4999

(d)Chamfer each side of hole bores at 0.5 mm (0.196 in.)/45°.
(e)Clean strut and hole bores with compressed air.

(3)Support strut between FR54 and keel beam.
(a)Check that replacement component and removed component are of identical type.
(b)Using the rule P/N 98A5300301000, note center-to-center distance of support strut.
(c)Drill and ream the support strut as per following sizes ; considering the center-to-center distance noted in Para. (b) above.

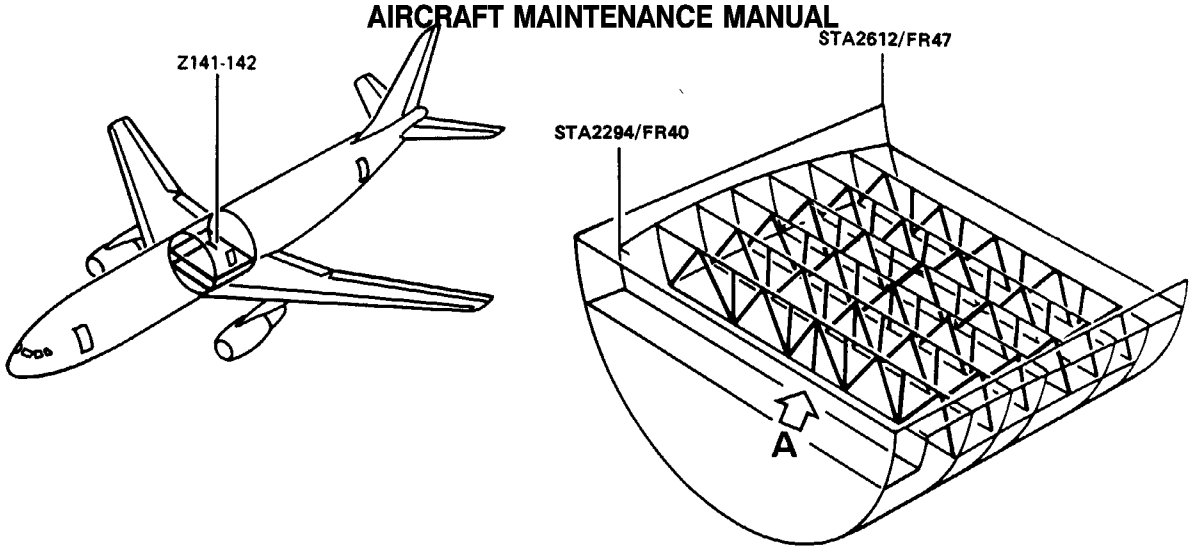
OPERATION	DIAMETER	
	mm	in
Reaming, Final Dia.	30.000/30.0210	1.1811/1.1894

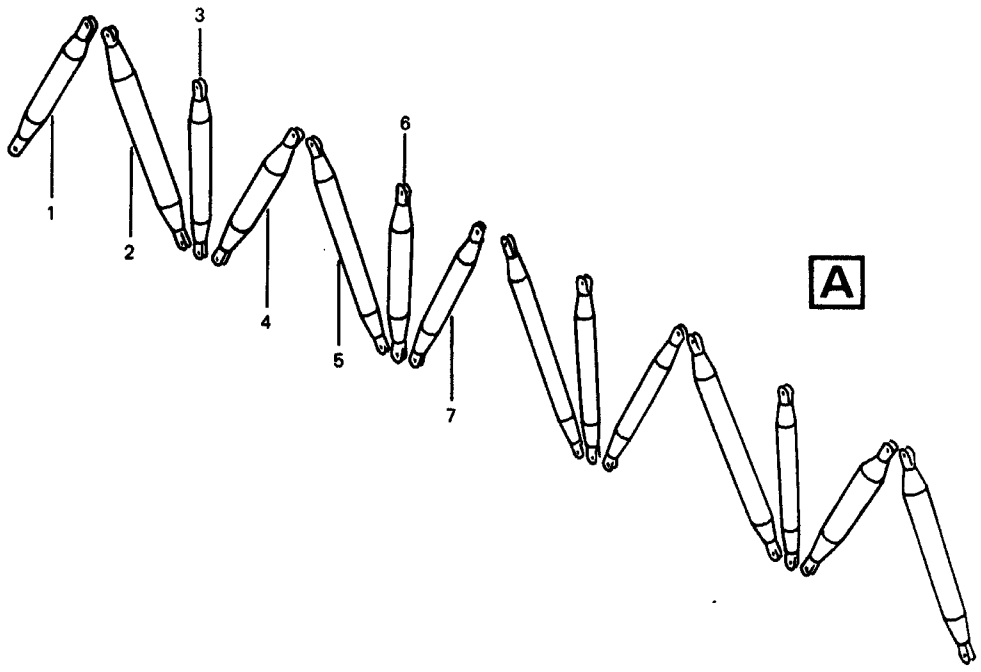
(d)Chamfer each side of hole bores at 0.5 mm (0.196 in.)/45°.
(e)Clean strut and hole bores with compressed air.

(4)Wing center box support strut
(a)Check that replacement component and removed component are of identical type.
(b)Using the rule P/N 98A5300301000, note center-to-center distance of support strut.
(c)Drill and ream the support strut as per following sizes ; considering the center-to-center distance noted in Para. (b) above.
(Ref. Fig. 404)

IDENT.	OPERATION	DIAMETER	
		mm	in
1	Reaming, Final Dia.	19.027/19.047	0.7491/0.7499
		26.02 /26.053	1.0244/1.0257
2		19.027/19.047	0.7491/0.7499
4		15.852/15.872	0.6241/0.6249
3, 5, 6		11.09/11.11	0.4366/0.4374
7		7.915/7.948	0.3116/0.3129

(a)Remove support strut from fixture.
(b)Remove fixture from drilling machine table.
(c)Chamber each side of hole bores at 0.5 mm (0.196 in.)/45°.





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Support Strut Identification - Section 21
Figure 404

(d)Clean strut and hole bores with compressed air.

D. Installation
(1)Not applicable.
(2)Installation of lateral support strut between FR47 and FR54.
(Ref. Fig. 402)
(a)Position support strut and align holes.
(b)Insert bolts (1) (Do not force).
(c)Install washers (2) and nuts (3).
(d)Tighten nuts (3).
(e)Safety with cotter pins.
(3)Installation of support strut on keel beam
(Ref. Fig. 402)
(a)Position support strut and align holes.
(b)Insert bolts (5) (Do not force).
(c)Install washers (4) and nuts (3).
(d)Tighten nuts (3).
(e)Safety with cotter pins.
(4)Installation of wing center box support strut
(Ref. Fig. 403)
(a)Position support strut and align holes.
(b)Using a non-metallic spatula, apply Material No.05-002 to bolts (1).
(c)Insert bolts (1) (Do not force).
(d)Install washers (2) and nuts (3).
(e)Tighten nuts (3).
(f)Safety with cotter pins. Turn cotter pin ends carefully into nut slots.
(g)Coat nut (93) with Material No.09-001 using a non-metallic spatula.
(h)Connect bonding lead (8) using screw (5), washer (7) and nut (6).

E. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
R CAUTION : MAKE SURE THAT ALL THE FASTENERS AND PIP PINS ARE CORRECTLY
R INSTALLED AND SECURED WHEN YOU INSTALL/CLOSE THE ACCESS
R DOORS/PANELS AT FR47.
(2)If applicable, install air conditioning compartment access door 147BZ.
(3)Install manhole covers (Ref. 28-11-29, P. Block 401).
(4)Remove access platform.
(5)Close main L/G doors (Ref. 32-12-11, P. Block 301).

SUPPORT STRUTS - FUSELAGE CENTER SECTION - INSPECTION/CHECK

CAUTION : TO PREVENT FURTHER DEGRADATION, MAKE CERTAIN THAT PAINT COATING OF STRUCTURE IS RESTORED IF DAMAGED (Ref. 51-75-10, P. Block 801).

1. Equipment and Materials

ITEM	DESIGNATION
(1)	Adjustable Access Platform (1.5 to 7 in) (5 ft. to 23 ft.)
(2)	Warning Notices
(3)Material No. 05-027	Special Material (Ref. 20-31-00)
Referenced Procedures	
- 28-10-00, P. Block 301	Storage
- 28-11-29, P. Block 401	Center Tank Manhole Covers
- 28-25-00, P. Block 301	Refuel/Defuel System
- 32-12-11, P. Block 301	Main Gear Main Door (Ground Door(s) Opening)
- 51-75-10, P. Block 801	Repair of Paint Coating
- 53-15-45, P. Block 401	Support Struts - Fuselage Center Section

2. Procedure

A. Job Set-Up
(1)Open main L/G doors (Ref. 32-12-11, P. Block 301).
(2)Position access platform.
(3)Defuel center tank (Ref. 28-25-00, P. Block 301).
(4)Remove Center tank manhole covers 147AZ and 148AZ (Ref. 28-11-29, P. Block 401).
(5)Vent tank, observing all safety precautions (Ref. 28-10-00, P. Block 301).

B. Inspection
(1)Inspect all support struts between FR40 and FR54 for damage. Damage to paint coating only is permissible.
(2)For repair of paint coatings, refer to 51-75-10, P. Block 801.
(3)Cracks, dents and/or deformation on support struts are not permitted and require replacement of damaged support struts (Ref. 53-15-45, P. Block 401).

C. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Check coating of moisture-removing oil (Mat. No. 05-027), where previously applied, for good condition and renew if necessary (Ref. 51-75-10, P. Block 801).

R CAUTION : MAKE SURE THAT ALL FASTENERS AND PIP PINS ARE CORRECTLY
R INSTALLED AND SAFETIED WHEN YOU INSTALL/CLOSE THE ACCESS
R DOORS/PANELS AT FR47.

(3)Install center tank manhole covers 147AZ and 148AZ (Ref. 28-11-29, P. Block 401).
(4)Remove access platform.
(5)Close main L/G doors (Ref. 32-12-11, P. Block 301).

WING-TO-FUSELAGE FAIRINGS - DESCRIPTION AND OPERATION

1. General

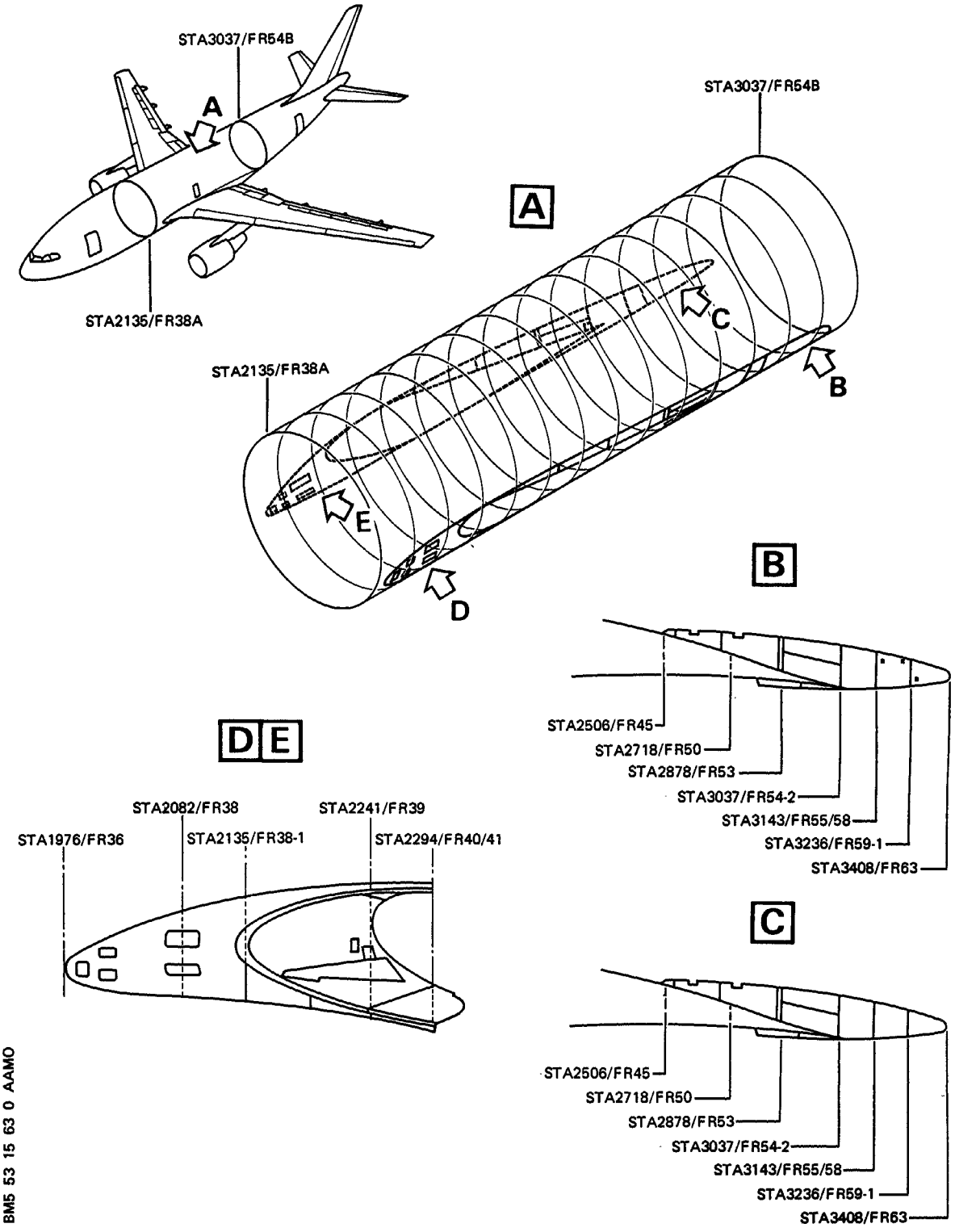
(Ref. Fig. 001)

These fairings provide aerodynamic profile continuity in the wing/fuselage attachment zone.

2. Description

Wing-to-fuselage fairings are formed of three sections : the forward, the center and the trailing edge sections.

The fairing skin panels are composed of a composite material. Attachment to the fuselages is performed by means of profiles and bolts. Jointing of the fairing and fuselage skins is performed by means of extruded silicon rubber seals. Access doors are provided in the fairings facilitating access to equipment in these zones.



Wing-To-Fuselage Fairings
Figure 001

WING TO FUSELAGE FAIRINGS - REMOVAL/INSTALLATION

1. Reason for the Job

NOTE : Only center and trailing edge fairings can be removed, forward fairings are riveted to the structure.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform - Adjustable up to 5 m (16 ft. 5 in.)

2. Procedure

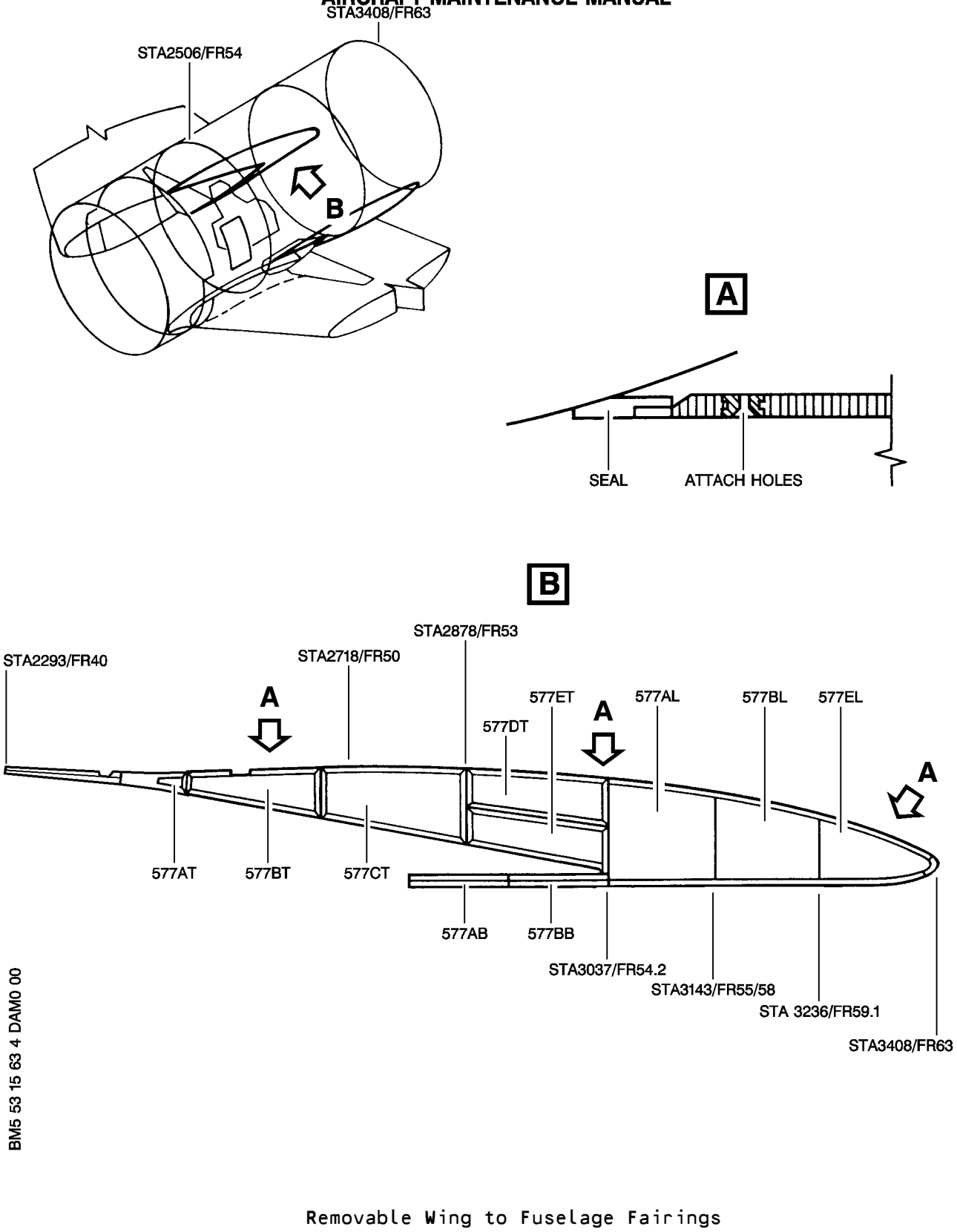
(Ref. Fig. 401)
R (Ref. Fig. 402)

A. Job Set-Up
(1)Position access platform.

B. Removal
R (1)Wing-to-fuselage fairing at FR40:
R (a)Remove the screws (1) and washers (2)
R (b)Remove the fairing
R (2)Wing-to-fuselage fairing between FR45 and FR57:
R (a)Remove screws from the component to be removed.
R (b)Identify and mark locations of the screws.
R (c)Remove faulty fairing.

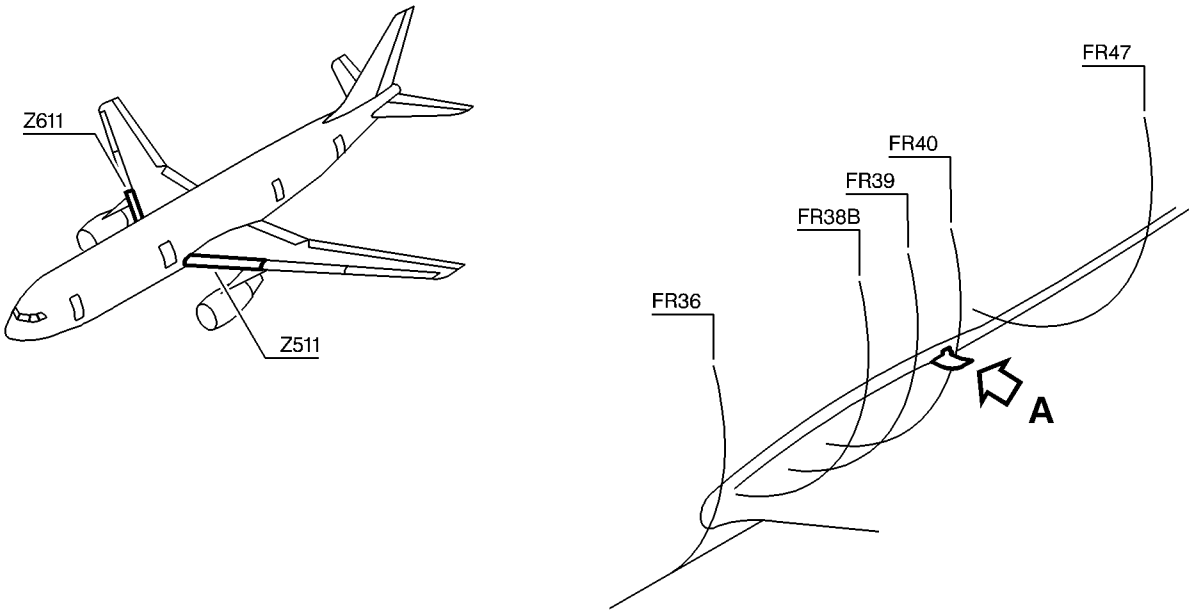
C. Installation
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
R (2)Wing-to-fuselage fairing at FR40:
R (a)Remove the screws (1) and washers (2)
R (b)Install the washers (2) and the screws (1)
R (c)Check that seal seats correctly against fuselage and wing.
R (3)Wing-to-fuselage fairing between FR45 and FR57:
R (a)Install replacement components using screws retained on removal.
R (b)Check that seal seats correctly against fuselage and wing.

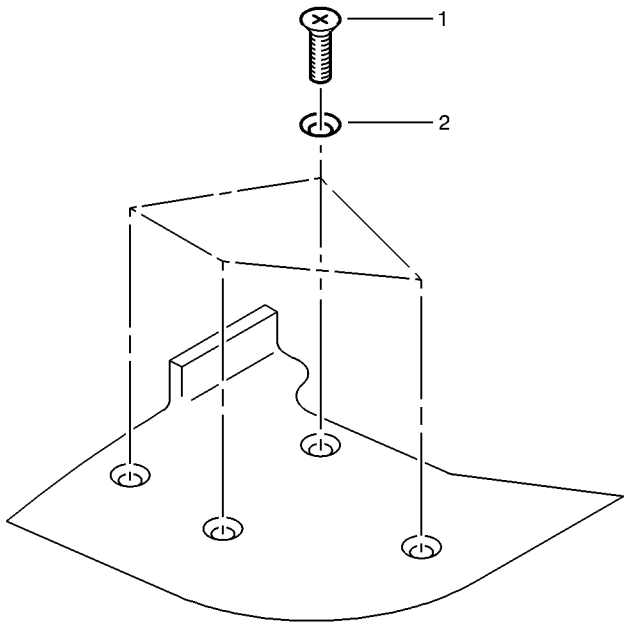
D. Close-Up
(1)Clean all contaminated surfaces.
(2)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(3)Remove access platform.



Removable Wing to Fuselage Fairings
Figure 401

R





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Removable Wing to Fuselage Fairings
Figure 402

R

WING TO FUSELAGE FAIRINGS - INSPECTION/CHECK

R **CAUTION : PERCENTAGE (%) OF ALLOWAGE DAMAGE IS ALWAYS RELATED TO THE NOMINAL**
R **MATERIAL THICKNESS AS SPECIFIED IN THE SRM (STRUCTURAL REPAIR MANUAL).**

1. Reason for the Job

A. Visual inspection of fairings.

2. Equipment and Materials

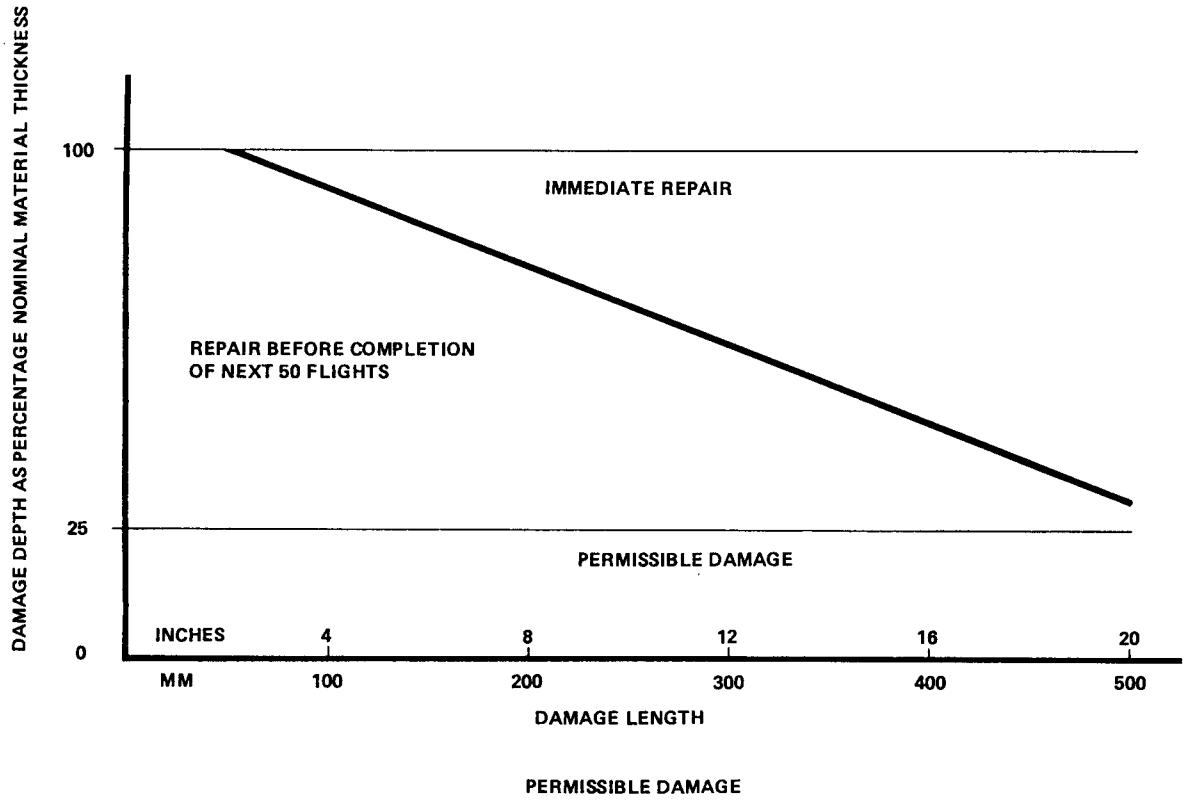
ITEM	DESIGNATION
A.	Access Platform 5 m (16 ft. 5 in.)
B. Material No. 11-001	Cleaning Agents (Ref. 20-31-00)
Referenced Procedures	
R	Structural Repair Manual (SRM)

3. Procedure

A. Job Set-Up
(1)Position access platform.
(2)Where necessary, clean fairings using Material No. 11-001.

B. Inspection/Check
CAUTION : MAKE CERTAIN THAT PAINT COATING OF COMPOSITE STRUCTURE IS RESTORED, IF DAMAGED, TO PREVENT FURTHER DEGRADATION.
(1)Check all fairing components for security of attachment.
(2)Check rubber seals for correct condition and for correct sealing between fairings and fuselage.
(3)Check that any damage on surface of fairings does not exceed permissible limits.
(a)Cracks or scratches
(Ref. Fig. 601)
Check that lenght on depth of cracks and scratches do not exceed permissible limits.
(b)Delamination
Check that delamination does not exceed the limits specified below :
Permissible limits = 10 delaminations of 20 cm^2 (3.1 sq. in.) each or 2 delaminations of between 20 cm^2 and 44cm^2 (3.1 sq. in. to 6.8 sq. in.) each. In all cases, the distance between two delaminations must not be less than 250 mm (10 in.).
(c)Perforation
Check fairings for presence of holes. No holes are permitted.

C. Close-Up
(1)Remove access platform.



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R Permissible Damage
Figure 601

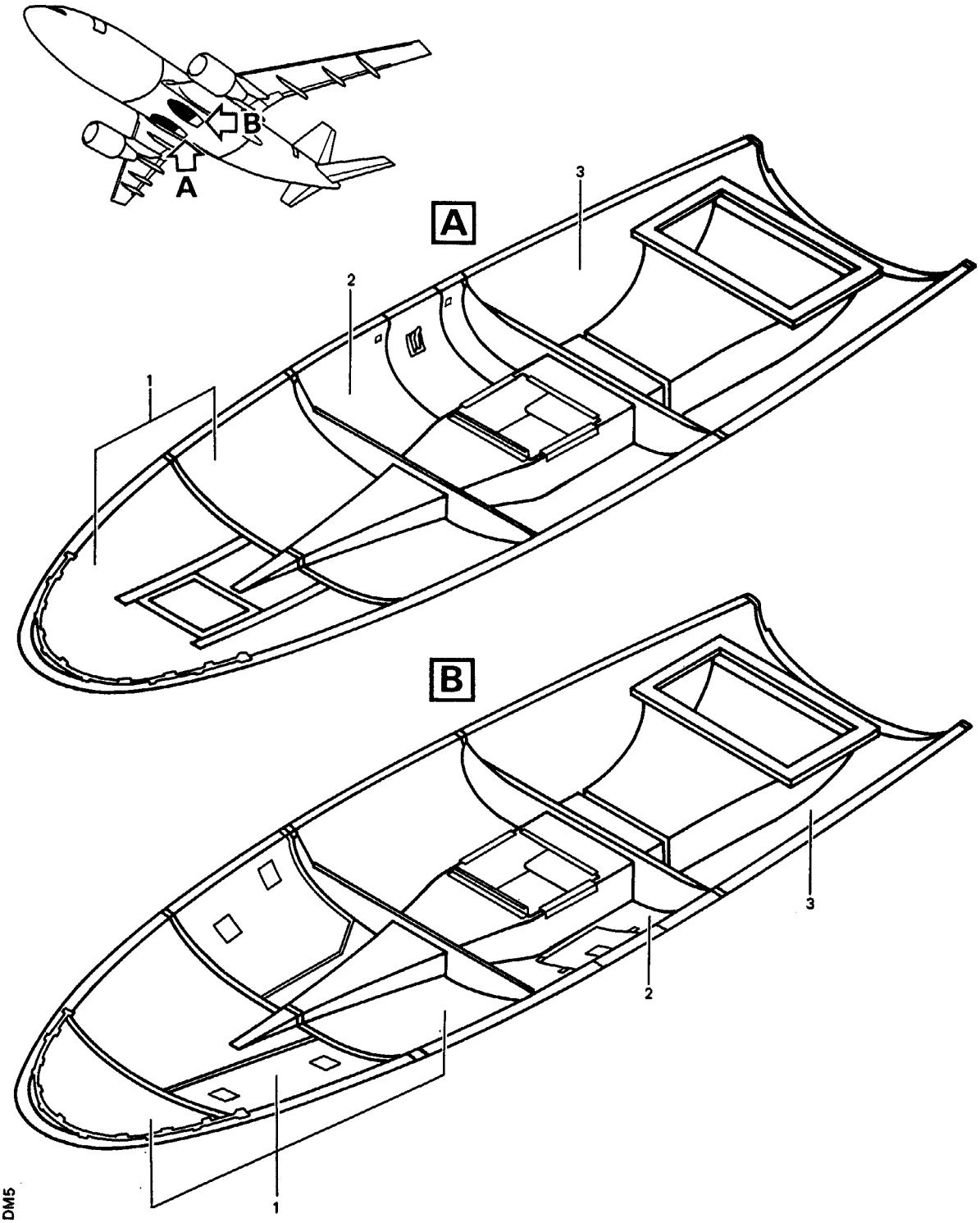
COOLING AIR INLET FAIRINGS - DESCRIPTION AND OPERATION

1. General
   The aircraft is equipped with two cooling air inlet assemblies corresponding to the two refrigeration units.
   The air inlets form part of the fairings which follow the fuselage profile between FR39 and FR47/48.

2. Description
   (Ref. Fig. 001)

   A. The inlet assemblies comprise three main sections made of composite materials :
      - the forward section (1)
      - the center section (2)
      - the rear section (3)

      (1)The inlet fairings are bolted to tabs on the fuselage in which captive nuts are housed.



Cooling Air Inlet Fairings
Figure 001

COOLING AIR INLET FAIRINGS - REMOVAL/INSTALLATION

1. Equipment and Materials

ITEM	DESIGNATION
A.	Adjustable Access Platform 1 m (3 ft. 3 in.)

2. Procedure

(Ref. Fig. 401)

A. Job Set-Up
  (1)Position access platform

B. Removal
  (1)Forward sections
    (a)Remove bolts attaching forward section to fuselage and center section of fairings.
    (b)Remove forward section.
  (2)Center section
    (a)Remove bolts attaching right center section to fuselage and rear section.
    (b)Remove right center section.
    (c)Remove bolts attaching left center section to fuselage and rear section.
    (d)Remove left center section.
  (3)Rear section
    (a)Remove bolts attaching rear section to fuselage and to air outlet assembly.
    (b)Remove rear section.

C. Preparation of Replacement Component
  (1)Make certain that replacement panels are free of cracks, scratches and traces of impact damage.

D. Installation
  (1)Rear section
    (a)Position rear section and check that air inlet mates correctly with refrigeration unit duct.
    (b)Install and tighten bolts attaching rear section to air outlet and fuselage.
  (2)Center section
    (a)Position center section
    (b)Install and tighten bolts attaching center section to rear section and fuselage.
    (c)Make certain that inside of panels are clean and clear of tools and miscellaneous items of equipment.
  (3)Forward section
    (a)Position forward section
    (b)Install and tighten bolts attaching forward section to center section and fuselage.

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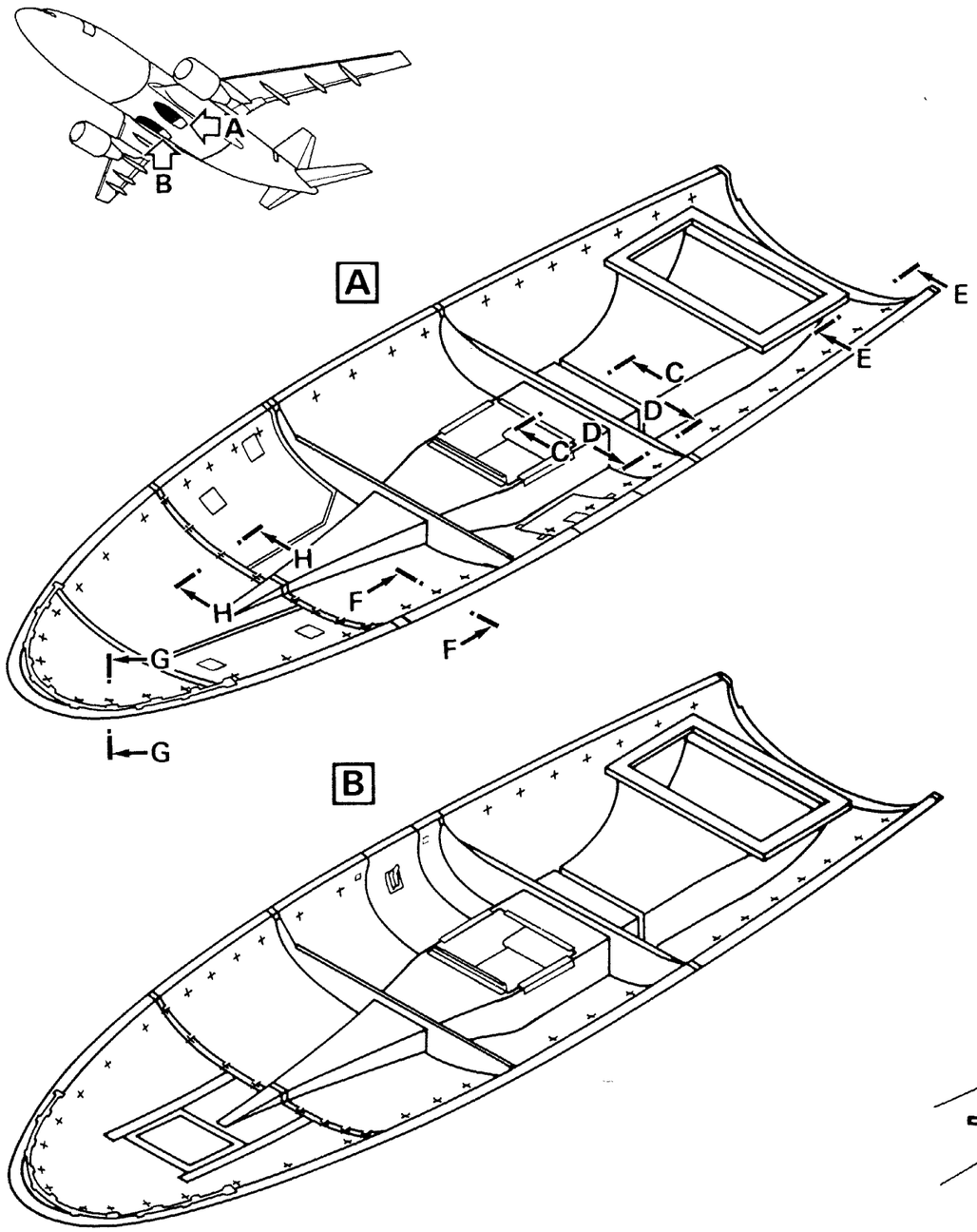
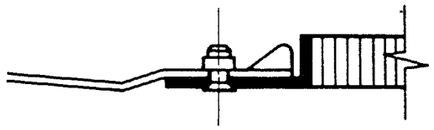
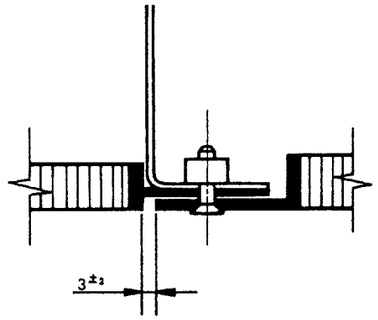


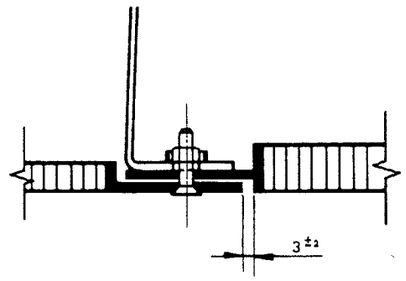
SECTION
C - C



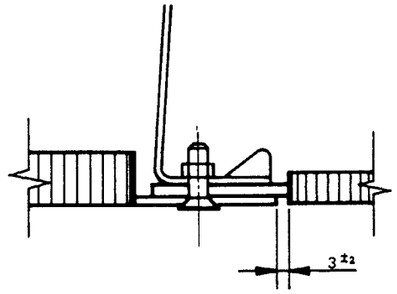
SECTION
D - D



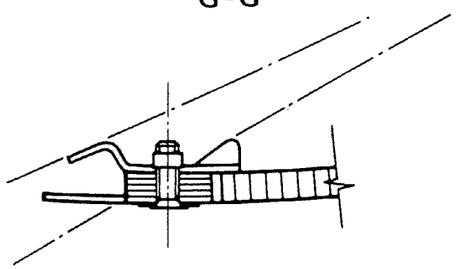
SECTION
H - H



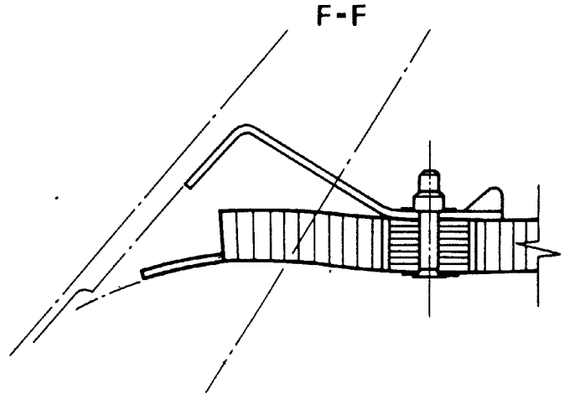
SECTION
E - E



SECTION
G - G



SECTION
F - F



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Cooling Air Inlet Removal
Figure 401

E. Close-Up

(1)Remove access platform and make certain that working area is clean and clear of tools and miscellaneous items of equipment.

COOLING AIR INLET FAIRINGS - INSPECTION/CHECK

1. Reason for the Job

A. Visual Inspection of Cooling Air Inlet Fairings.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 1 m (3 ft. 3 in.)
Referenced Procedure - 53-15-73, P. Block 401	Fairings - Cooling Air Inlet

3. Procedure

A. Job Set-Up
(1)Position access platform.
(2)Open access door to forward section (FR40-FR42), access door to air inlet (FR42-FR43), access door to cooling air inlet modulation flap (FR43-FR44).

B. Inspection/Check
CAUTION : MAKE CERTAIN THAT PAINT COATING OF COMPOSITE STRUCTURE IS RESTORED IF DAMAGED, TO PREVENT FURTHER DEGRADATION.
(1)Access door to forward section (FR40-FR42).
(a)Check that hinge and attachment are in good condition.
(b)Check that reinforcement and structure are free from cracks and impact damage.
(c)Check that bonding strip is in good condition and correctly attached.
(2)Forward section
(a)Check that the edge is free from impact damage.
(b)Check that attaching screws are not loosened.
(3)Access door to air inlet
(a)Check that hinge and attachment are in good condition.
(b)Check that reinforcement gussets and structure are free from cracks or impact damage.
(c)Check that bonding strip is in good condition and correctly attached.
(4)Cooling air inlet
(a)Check that air inlet is free from impact damage.
(5)Access door to modulation flap (FR42-FR43)
(a)Check that hinge and attachment are in good condition.
(b)Check that reinforcement gussets and structure are free from cracks and impact damage.
(c)Check that rivets and nuts are not loosened.
(d)Check that bonding strip is in good condition and correctly attached.

C. Close-Up
(1)Close access door to forward section (FR40-FR42), access door to air inlet (FR42-FR43), access door to modulation flap (FR43-FR44).
(2)Remove access platform.

1. Cooling Air Inlet Fairings

A. Reason for the Job

R Repair of damage on cooling air inlet fairing skin (scratch or splinter under 1cm²/0.15 in².).

B. Equipment and Materials

ITEM	DESIGNATION
(1)	(Access Platform 1 m (3 ft. 3 in.)
(2)	Infrared Lamp
(3)	Thermometer capable of 60°C (140°F)
(4)Material No. 08-010	Bonding and Adhesive Compounds (Ref. 20-31-00)
Referenced Procedures	
- 53-15-73, P. Block 401	Fairings - Cooling Air Inlet
R - 51-75-10, P. Block 801	Repair Of Paint Coatings

C. Procedure

(1)Job Set-up

(a)Position access platform at cooling air inlet fairing to be removed.

(b)Remove cooling air inlet fairing (Ref. 53-15-73, P. Block 401).

(c)Rub down damaged surface using emery paper, grade 180 or finer.

(d)Clean rubbed down surface using clean cloth.

(2)Repair

(a)Thoroughly mix Material No.08-010 using 100 parts of adhesive for 40 parts of hardener.
Pot life of the mixture is approximately 30 in. at 23°C (74°F) for 100 g (0.22 lb) of mixture.

(b)Apply compound to splintered or scratched surface.

(c)Position infrared lamp so as to heat the coated surface.
Position thermometer as near to coated surface as possible.

(d)Cure time is :
3 hours at 40°C (104°F) or
1 hour at 60°C (140°F).

(e)Remove thermometer and infrared lamp.

(f)Rub down the possible burrs using emery paper grade 180 or finer.
Remove dust.

(3)Close-up

R (a)Apply coating (Ref. 51-75-10, P. Block 801).

(b)Install cooling air inlet fairing (Ref. 53-15-73, P. Block 401).

(c)Remove access platform.

1. Equipment Attach Fittings

A. Reason for the Job
Visual check of condition of attach fittings and their structural attachments.

B. Equipment and Materials

ITEM	DESIGNATION
(1)	Adjustable Access Platform 1.5 to 7 m (5 ft. to 23 ft.)
Referenced Procedure - 32-12-11, P. Block 301	Main Gear Main Door - (Ground Door(s) Opening)

C. Procedure
(1)Job Set-up
(a)Open main L/G doors (Ref. 32-12-11, P. Block 301).
(b)Position access platform.
(c)Open air conditioning compartment access door 147BZ.
(2)Inspection/Check
Visually check that evidence of cracks or corrosion does not exist at the following locations:
(a)Flap cam box and control unit attach fittings
1 Make certain that attachment screws and tape pins are not loose.
(b)Attach fittings for pulleys in speedbrake control system
1 Make certain that attachment screws, bolts and tape pins are not loose.
(c)Air conditioning pack removal/installation tracks
1 Make certain that attachment screws are not loose.
(3)Close-up
R CAUTION : MAKE SURE THAT ALL FASTENERS AND PIP PINS ARE CORRECTLY
R INSTALLED AND SAFETIED WHEN YOU INSTALL/CLOSE THE ACCESS
R DOORS/PANELS AT FR47.
(a)Close air conditioning compartment access door 147BZ.
(b)Remove access platform.
(c)Close main L/G doors (Ref. 32-12-11, P. Block 301).

R 2. Main Gear Brace Strut Attach Fittings

A. Reason for the Job

R Visual check of condition of the MLG brace strut attach fittings.

B. Equipment and Materials

ITEM	DESIGNATION
(1)	Adjustable Access Platform 1.5 m to 7 m (5 ft. to 23 ft.)
Referenced Procedures	
- 32-11-16, P. Block 401	Strut - Brace
- 32-12-11, P. Block 301	Main Gear Main Door - (Ground Door(s) Opening)

R C. Job Set-Up

R (1)Open MLG doors (Ref. 32-12-11, P. Block 301).

R (2)Position access platform.

R D. Procedure

R (Ref. Fig. 601)

R (1)Inspection of the MLG brace strut attach fittings

R (a)Do a detailed visual inspection of the brace strut attach fittings.

R (b)Make sure that there are no cracks, marks or corrosion.

R (c)Remove the MLG brace strut (Ref. 32-11-16, P. Block 401).

R (d)Measure the inner diameter of the bushes.

R The inner diameter must be less than or equal to 60.06 mm (2.3645 in.).

R NOTE : The nominal diameter of the bush is between 60.00 mm (2.3622 in.) and 60.03 mm (2.3633 in.).

R (e)Measure the outer diameter of the brace strut shaft.

R The outer diameter must be more than 59.971 mm (2.3610 in.).

R NOTE : The nominal diameter of the shaft is between 59.971 mm (2.3610 in.) and 59.990 mm (2.3618 in.).

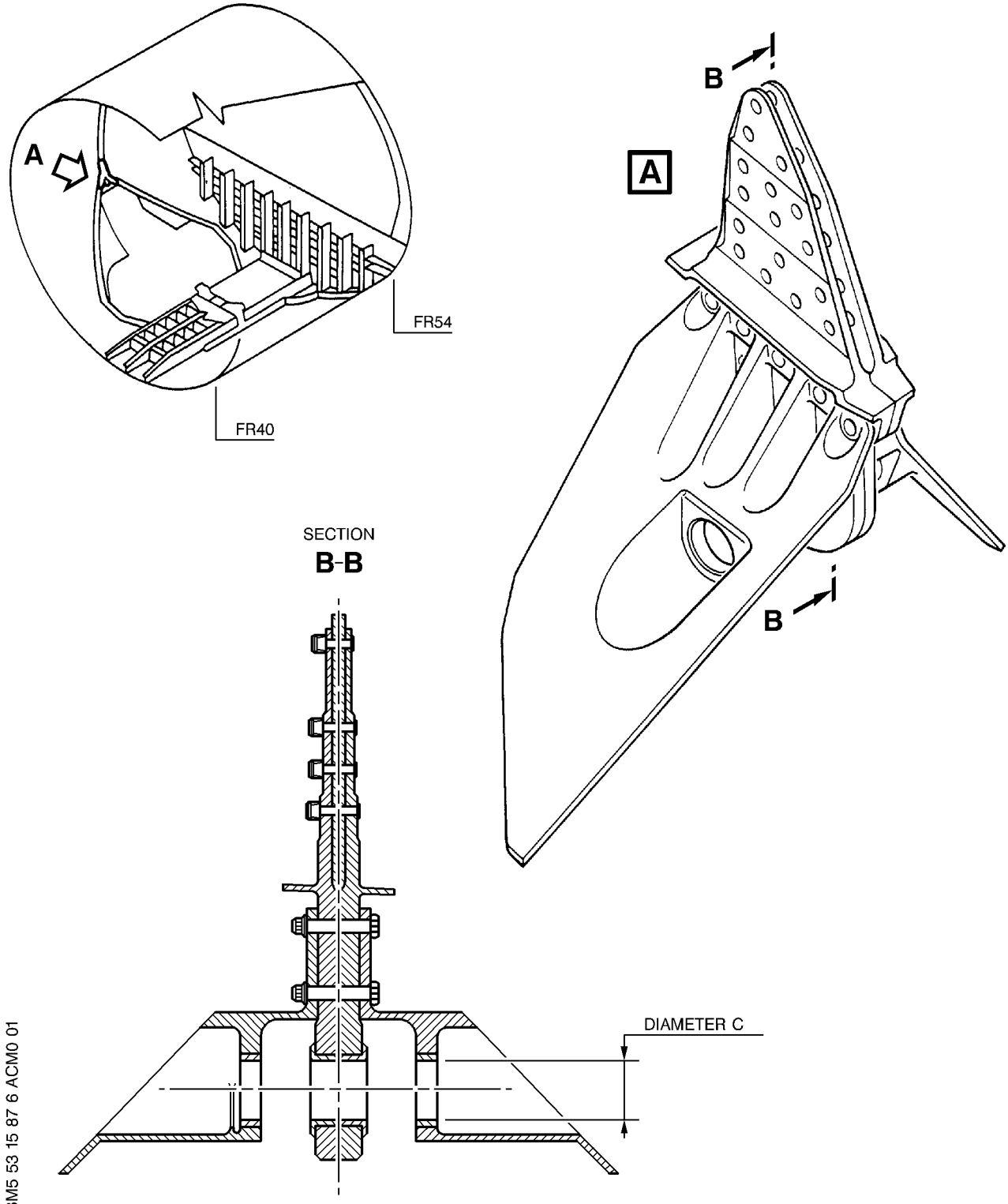
R (f)If the dimensions are out of the above tolerances, contact Airbus Industrie.

R (g)Install the MLG brace strut (Ref. 32-11-16, P. Block 401).

R E. Close-Up

R (1)Remove access platform.

R (2)Close MLG doors (Ref. 32-12-11, P. Block 301).



Main Gear Brace Strut Attachment Fittings
Figure 601

R

FUSELAGE AFT INTERMEDIATE SECTION (STA2931/FR54 TO STA3143/FR58) DESCRIPTION AND OPERATION

1. General

A. The aft intermediate section is constructed of frames, stringers and skin plates which are riveted together to form the fuselage shell. The shell is braced by crossbeams which are attached to the frames. Longerons and integral seat tracks are attached to the crossbeams to form the passenger compartment floor structure. Support struts are attached at each end of the crossbeams.

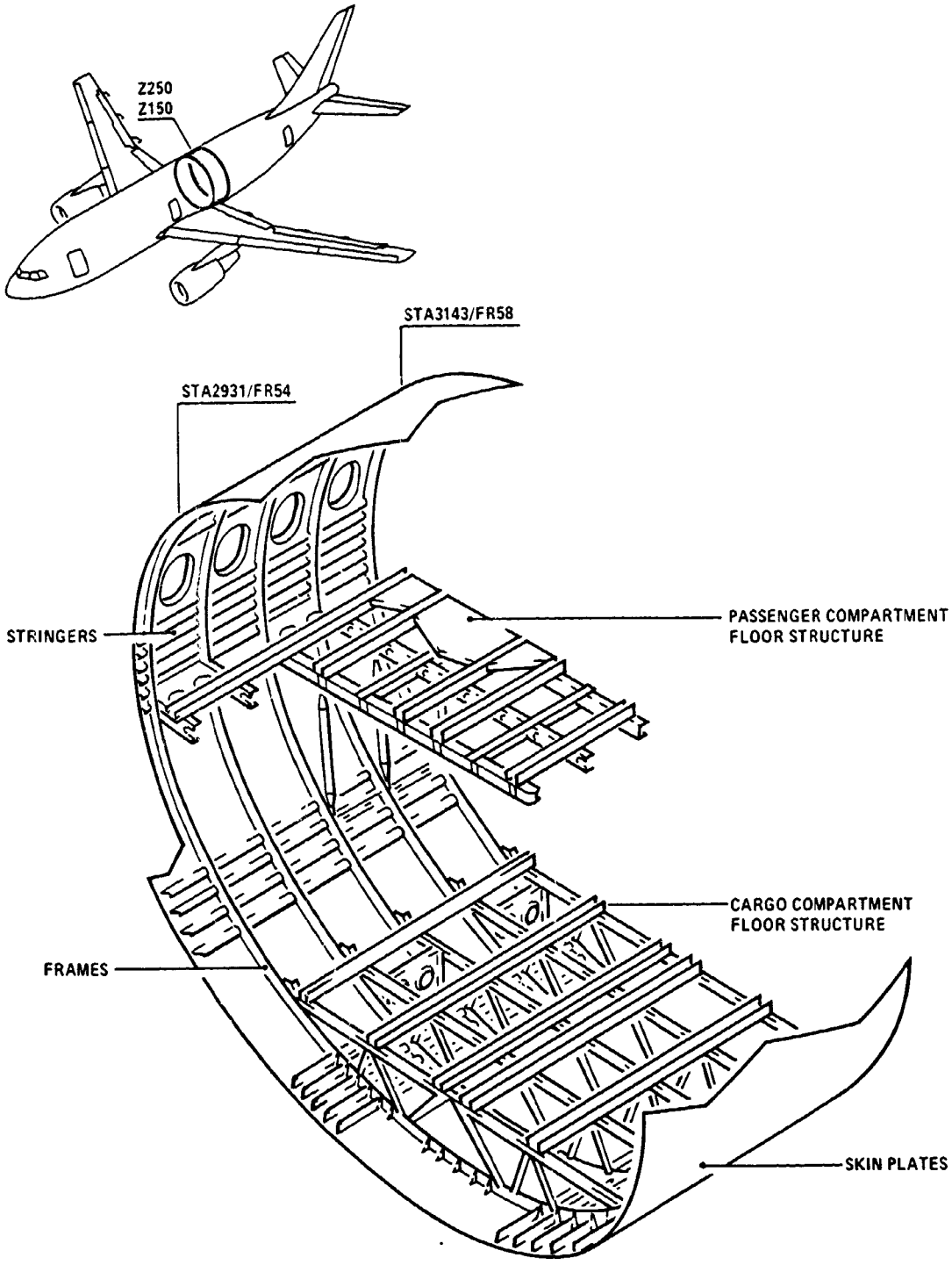
B. Floor structure for the cargo compartment is constructed of crossbeams which are attached to frames and are supported by struts; roller tracks are bolted to the crossbeams.

C. All fairings, partitions and floor panels are sandwich type composite structures.

2. Component Location

(Ref. Fig. 001)

FIN	FUNCTIONAL DESIGNATION	PANEL	ZONE	ACCESS DOOR	ATA REF.
	PLATES-SKIN	150		812	
		250		833	
				843	
	FRAMES	150		812	
		250		833	
				843	
	STRINGERS	150		812	
		250		833	
				843	
	STIFFENERS-SKIN	150		812	
		250		833	
				843	
	STRUCTURE-FLOOR, PASSENGER COMPARTMENT	250		833	
				843	
	STRUCTURE-FLOOR, CARGO COMPARTMENT	150		812	
	PARTITION-FORWARD, AFT CARGO COMPARTMENT	150		812	
	FAIRINGS	150			
	FITTINGS	150		812	
		250		833	
				843	



Fuselage Aft Intermediate Section
Figure 001

3. Description
(Ref. Fig. 002)

A. Skin Plates
(1)Skin plates are manufactured from aluminum-alloy sheets and are reinforced by stringers bonded or riveted to them.
(2)Skin plates are preformed to the contour of the fuselage before being riveted to frames.

B. Frames
(1)Frames are the circumferential stiffeners for the fuselage shell and are constructed from formed or machined aluminum-alloy sections. Clips with cutouts to clear stringers are riveted between the frames and the skin plates.

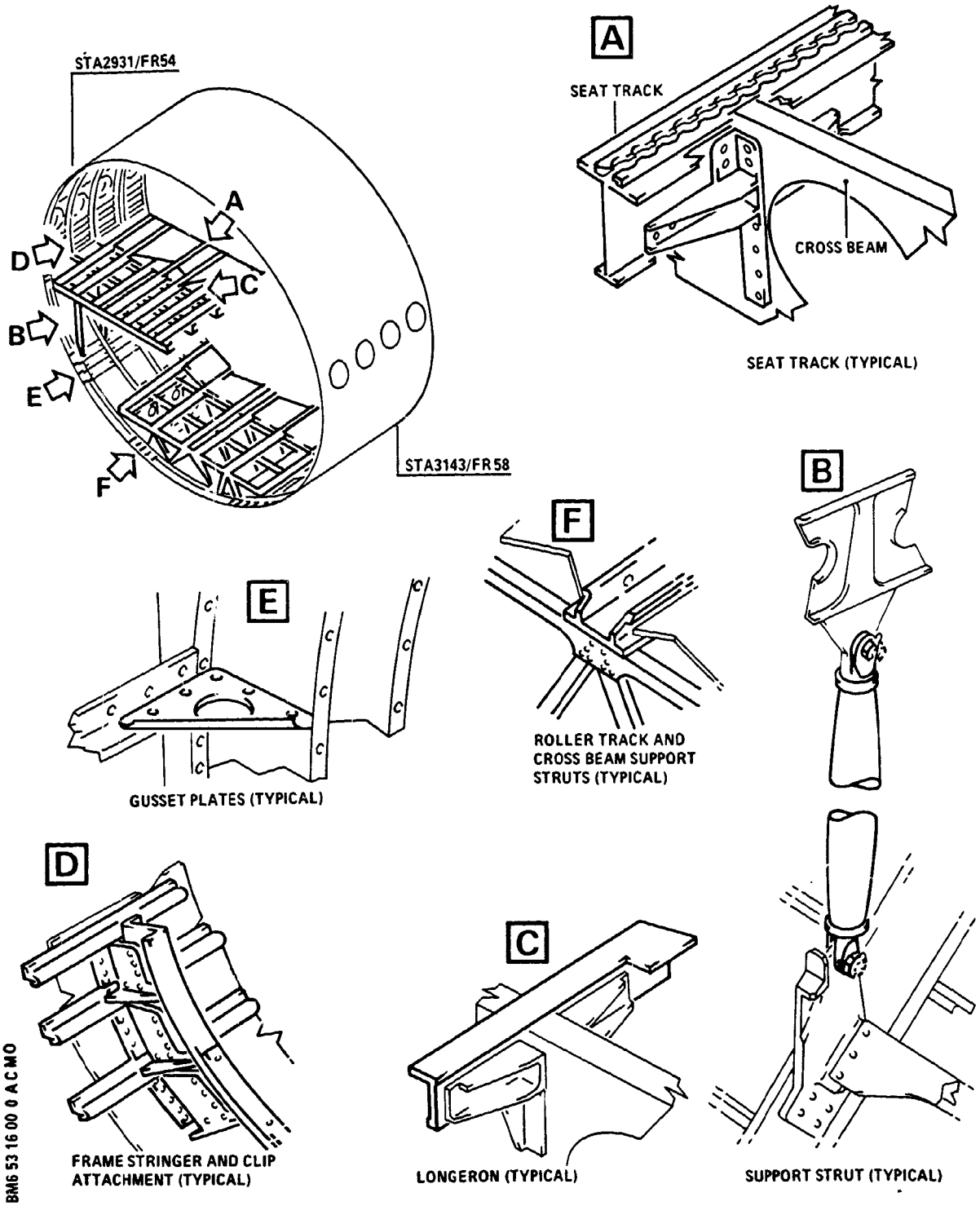
C. Stringers and Skin Stiffeners
(1)Stringers are the longitudinal stiffeners of the fuselage shell, and are constructed from formed or machined aluminum-alloy Z-sections and pass between the frames and the skin plates.
(2)The skin, in areas where stringers are not located, is reinforced with bonded or riveted stiffeners, e.g. cabin windows.

D. Passenger Compartment Floor Structure
(1)Structure for the cabin floor consists of crossbeams which are attached to frames and supported at each end by struts. Longerons and integral seat tracks are attached to the crossbeams. Floor panels are secured by screws to the fuselage structure and are removable for maintenance and/or replacement.
(2)Seat tracks, crossbeams and longerons are constructed from extruded or milled aluminum-alloy. Floor panels are manufactured from honeycomb core, bonded between GRP sheets.

E. Cargo Compartment Floor Structure
(1)Structure for the cargo compartment floor consists of crossbeams which are attached to frames and supported by struts. Roller tracks are bolted to the crossbeams. Floor panels are secured by screws to the fuselage structure and are removable for maintenance and/or replacement.
(2)Crossbeams, struts and roller tracks are constructed from extruded aluminum-alloy. Floor panels are manufactured from honeycomb core, bonded between GRP sheets.

F. AFT Cargo Compartment Forward Partition
(1)The partition is located at STA2931(FR54).
(2)The partition consists of panels, with honeycomb core and GRP laminates bonded to each side.

G. Fairings
(1)Parts of wing to fuselage fairings are installed between STA2931(FR54) and STA3143(FR55) and between STRG27 and STRG37 left and right of the fuselage.



Typical Structure Components
Figure 002

(2)The fairings are sandwich type composite structures.

H. Fittings

(1)Fittings enable connection of structural parts direct to the fuselage, or to components already attached to the fuselage.

CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE NOMINAL MATERIAL THICKNESS AS SPECIFIED IN SRM (STRUCTURAL REPAIR MANUAL).

NOTE : Should a defect be suspected during the following inspection/check, an approved nondestructive test must be carried out.
If a defect is subsequently proved to exist, a structural repair must be carried out, or the component must be replaced.

NOTE : For inspection/check of:
- Floor structure refer to 53-10-15, P. Block 601.
- Seat tracks refer to 53-10-16, P. Block 601.

1. Structure - Inspection/Check

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Access Platforms, 2.3 to 8.0 m (7.5 to 26.0 ft.).
(2)	Ultrasonic Testing Instrument
(3)Material No. 05-027	Special Materials (Ref. 20-31-00)
Referenced Procedures	
- 25-21-00, P. Block 401	Passenger Compartment Seats
- 25-23-11, P. Block 401	Ceiling Panels
- 25-23-21, P. Block 401	Upper Sidewall Panels
- 25-23-31, P. Block 401	Lower Sidewall Panels
- 25-24-11, P. Block 401	Sidewall Overhead Stowage Compartment
- 25-24-21, P. Block 401	Center Overhead Stowage Compartment
- 25-26-00, P. Block 1	Curtains and Partitions
- 25-28-00, P. Block 1	Floor Covering
- 25-28-12, P. Block 401	Nontextile Floor Covering
- 51-73-10, P. Block 801	Repair of Minor Damage
- 51-74-10, P. Block 801	Removal of Corrosion
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 53-10-15, P. Block 601	Floor Structure
- 53-10-16, P. Block 601	Seat Tracks
- 53-10-25, P. Block 401	Passenger Compartment Floor Panels
- 53-10-33, P. Block 401	AFT Cargo Compartment Floor Panels
- 53-10-63, P. Block 401	Wing to Fuselage Fairings
	Nondestructive Testing Manual (NTM)
	Structural Repair Manual (SRM)
R - 53-15-63, P. Block 401	Wing to Fuselage Fairings

B. Procedure

(1)Job Set-Up

(a)Position access platforms.

(b)Open AFT cargo compartment door and secure with safety lock (Ref. 52-30-00, P. Block 301).

(c)In passenger compartment, STA2931(FR54) thru STA3143(FR58), remove the following:

1 Seat track covers and passenger seats (Ref. 25-21-00, P. Block 401).

2 Floor coverings (Ref. 25-28-00, P. Block 1 and 25-28-12, P. Block 401).

3 Ceiling panels (Ref. 25-23-11, P. Block 401).

4 Sidewall overhead stowage compartments, LH and RH (Ref. 25-24-11, P. Block 401).

5 Center overhead stowage compartment (Ref. 25-24-21, P. Block 401).

6 Upper and lower sidewall panels (Ref. 25-23-21, P. Block 401 and 25-23-31, P. Block 401).

7 Partitions (Ref. 25-26-00, P. Block 1).

8 Floor panels (Ref. 53-10-25, P. Block 401).

(d)In AFT cargo compartment, remove the following:

1 Sidewall panels.

2 Ceiling panels.

3 Floor panels (Ref. 53-10-33, P. Block 401).

(e)Remove all heat and sound insulation.

(f)Remove wing to fuselage fairings (Ref. 53-10-63, P. Block 401 and 53-15-63, P. Block 401).

R (2)Inspection (Ref. Fig.)

(a)The following areas have specific damage criteria:

1 Fuselage skin joint at FR54 and FR58, STGR1 thru STGR13, LH and RH.

2 Fuselage skin joint FR54 thru FR58, at STGR13, LH and RH.

R 3 Frames and stringers.

R 4 Fuselage skin.

R 5 Machined parts.

R 6 Fuselage window forgings.

R 7 All remaining areas.

R 8 For the allowable damage limits for the steps 1 thru to 7

R refer to the SRM 53-10-00, P. Block 101.

NOTE : Should damage be found, measure thickness of damaged component using ultrasonic testing instrument. The damage limits are dependent on thickness of component.

(b)Should damage limits be exceeded, a structural repair must be carried out.

1 For the removal of scratches, marks and dents refer to 51-73-10, P. Block 801.

2 For the removal of corrosion refer to 51-74-10, P. Block 801.

3 For the repair of paint coatings refer to 51-75-10, P. Block 801.

4 For the repair of sealing refer to 51-76-10, P. Block 801.

(c)Inspect all internal and external components and areas for damage, cracks, loose or missing rivets, corrosion, condition of sealant and paint.

1 Pay special attention to the following:

- Fuselage skin butt and lap joints between STA2931(FR54) and

STA3143(FR58).
- Fresh water service panel, STA3037(FR54.2) thru STA3090(FR54.3), STGR49 and STGR51, LH.
- Area of wing flap support structure STA2984(FR54.1) thru STA3037(FR54.2), STGR30 thru STGR35, LH and RH.

(3)Close-Up
(a)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(b)Check coating of moisture-removing oil (Mat. No. 05-027) for good condition on STA2931(FR54) thru STA3143(FR58), STGR41 thru STGR57, LH and RH and apply if necessary (Ref. 51-75-10, P. Block 801).
(c)Install all heat and sound insulation.
(d)In AFT cargo compartment install the following:
1 Floor panels (Ref. 53-10-33, P. Block 401).
2 Ceiling panels.
3 Sidewall panels.
(e)In passenger compartment install the following:
1 Floor panels (Ref. 53-10-25, P. Block 401).
2 Partitions (Ref. 25-26-00, P. Block 1).
3 Upper and lower sidewall panels (Ref. 25-23-21, P. Block 401 and 25-23-31, P. Block 401).
4 Center overhead stowage compartment (Ref. 25-24-21, P. Block 401).
5 Sidewall overhead stowage compartments, LH and RH (Ref. 25-24-11, P. Block 401).
6 Ceiling panels.
7 Floor coverings (Ref. 25-28-00, P. Block 1 and 25-28-12, P. Block 401).
8 Passenger seats and seat track covers (Ref. 25-21-00, P. Block 401).
(f)Remove all maintenance equipment, standard and special tools and miscellaneous items from passenger compartment.
(g)Install wing to fuselage fairings (Ref. 53-10-63, P. Block 401 and 53-15-63, P. Block 401).
(h)Remove all maintenance equipment, standard and special tools and miscellaneous items from AFT cargo compartment.
(j)Remove safety lock (Ref. 52-30-00, P. Block 301) and close AFT cargo compartment door.
(k)Remove access platforms.

FUSELAGE AFT INTERMEDIATE SECTION (STA3143/FR58 TO STA3885/FR72) DESCRIPTION AND OPERATION

1. General

A. The aft intermediate section is constructed of frames, stringers and skin plates which are riveted together to form the fuselage shell. The shell is braced by crossbeams, which are attached to the frames. Longerons and integral seat tracks are attached to the crossbeams to form the passenger compartment floor structure. Support struts are attached at each end of the crossbeams.

B. Floor structure for cargo compartments is constructed of crossbeams, which are attached to frames and are supported by struts. Roller tracks and longitudinal beams, bolted to the crossbeams, are located in the AFT cargo compartment.

C. All fairings, partitions and floor panels are sandwich structures composite types.

2. Component Location

(Ref. Fig. 001)

FIN	FUNCTIONAL DESIGNATION	PANEL	ZONE	ACCESS DOOR	ATA REF.
	PLATES-SKIN		150	833	
			160	843	
			170	812	
			250	813	
	FRAMES		150	833	
			160	843	
			170	812	
			250	813	
	STRINGERS		150	833	
			160	843	
			170	812	
			250	813	
	STIFFENERS-SKIN		150	833	
			160	843	
			170	812	
			250	813	
	STRUCTURE-FLOOR, PASSENGER		250	833	
	COMPARTMENT			843	
	STRUCTURE-FLOOR CARGO COMPARTMENT		150	812	
			160	813	
	PARTITION-AFT, BULK CARGO COMPARTMENT		160	813	
	CHAMBER-PLENUM		170	813	
			162AZ		
	FAIRINGS		150		

FIN	FUNCTIONAL DESIGNATION	PANEL	ZONE	ACCESS DOOR	ATA REF.
	FITTINGS		150	833	
			160	843	
			170	812	
			250	813	

3. Description
(Ref. Fig. 002)
R (Ref. Fig. 003)

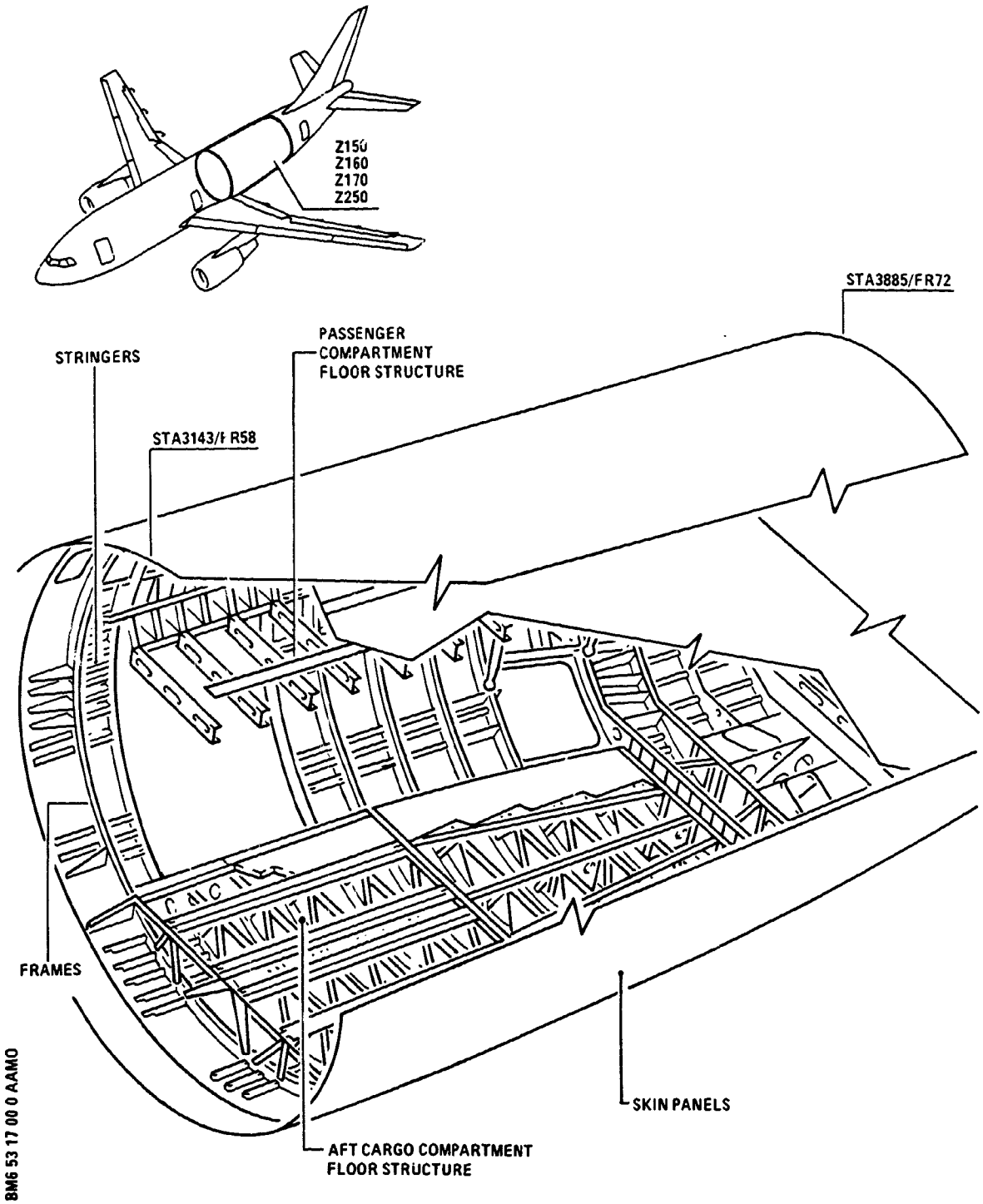
A. Skin Plates
(1) Skin plates are manufactured from aluminum-alloy sheets and are reinforced by stringers bonded or riveted to them.
(2) Skin plates are preformed to the contour of the fuselage before being riveted to frames.

B. Frames
(1) Frames are the circumferential stiffeners for the fuselage shell and are constructed from formed or machined aluminum-alloy sections. Clips, with cutouts to clear stringers, are riveted between the frames and the skin plates.

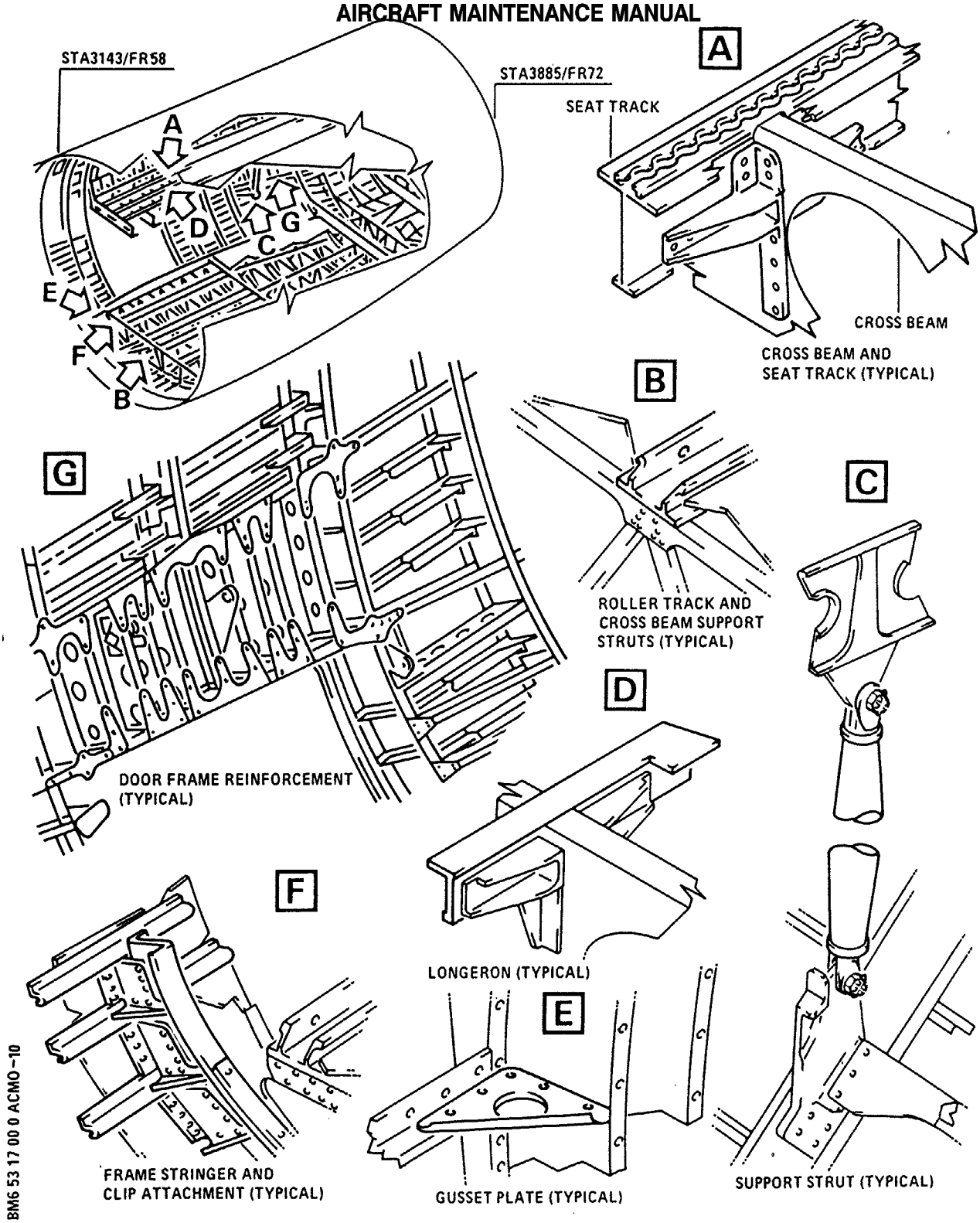
C. Stringers and Skin Stiffeners
(1) Stringers are the longitudinal stiffeners of the fuselage shell, and are constructed from formed or machined aluminum-alloy Z-sections which pass between the frames and skin plates.
(2) The skin, in areas of high stress, is reinforced by bonded or riveted stiffeners e.g. cabin window and door cutout areas.

D. Passenger Compartment Floor Structure
(1) The passenger compartment floor structure consists of crossbeams, which are attached to frames and supported at each end by struts. Longerons and integral seat tracks are attached to the crossbeams. Floor panels are secured by screws to the fuselage structure, and are removable for maintenance and/or replacement.
(2) Seat tracks, crossbeams and longerons are constructed from extruded or milled aluminum-alloy. Floor panels are manufactured from honeycomb core, bonded between GRP sheets.

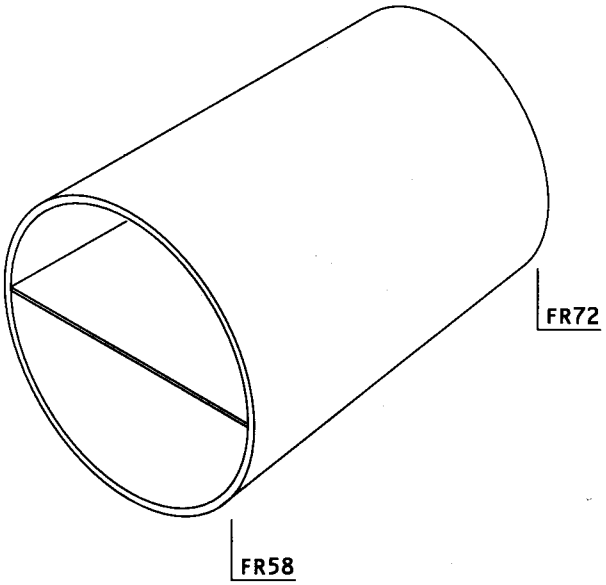
E. Cargo Compartment Floor Structure
(1) The cargo compartment floor structure consists of crossbeams, which are attached to frames and supported by struts. In the AFT cargo compartment, roller tracks are bolted to the crossbeams. Floor panels are secured by screws to the floor structure and are removable for maintenance and/or replacement.
(2) Crossbeams, struts and roller tracks are constructed from extruded aluminum-alloy. Floor panels are manufactured from honeycomb core, bonded between GRP sheets.



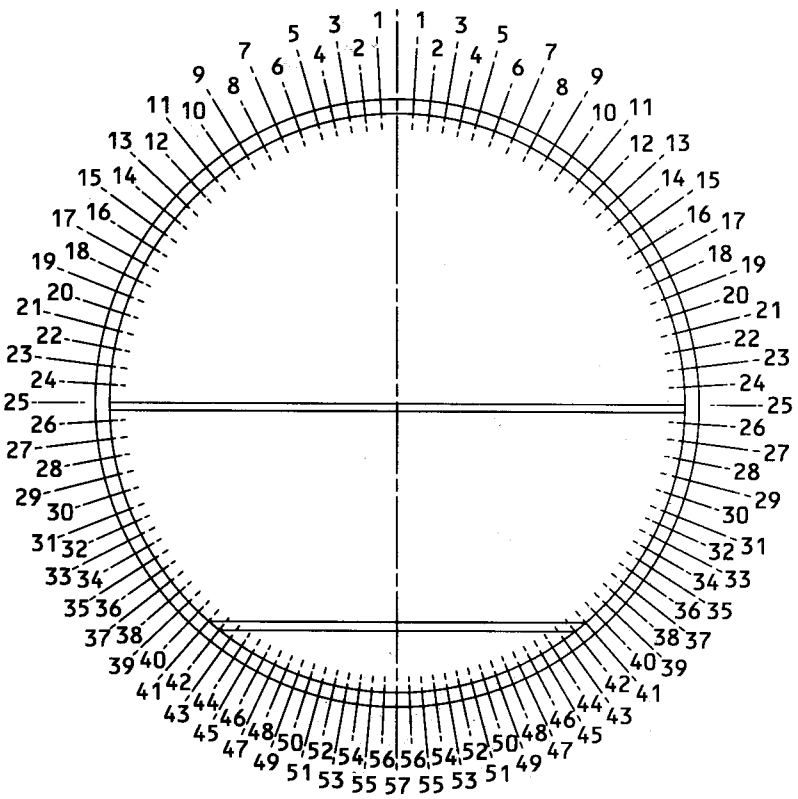
Fuselage Aft Intermediate Section
Figure 001



Typical Structure Components
Figure 002



FR58 TO FR72



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Stringer Locations
Figure 003

R

F. BULK Cargo Compartment Aft Partition
(1)The aft partition is located at STA3779(FR70), with access door 162AZ in the right hand side of partition.
(2)The aft partition consists of panels, which are manufactured from honeycomb core, bonded between GRP sheets.

G. Fairings
(1)Aft parts of wing to fuselage fairings are installed between STA3143 (FR55) and STA3408(FR63), and between STGR28 and STGR37 left and right of the fuselage.
(2)Fairings are sandwich structures composite types.

H. Fittings
(1)Fittings enable connection of structural parts direct to the fuselage or to components already attached to the fuselage.

R CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE NOMINAL
R MATERIAL THICKNESS AS SPECIFIED IN SRM (STRUCTURAL REPAIR MANUAL).

NOTE : Should a defect be suspected during the following inspection/check, an approved nondestructive test must be carried out. If a defect is subsequently proved to exist, a structural repair must be carried out or the component must be replaced.

NOTE : For inspection/check of:
- Floor structure refer to 53-10-15, P. Block 601.
- Seat tracks refer to 53-10-16, P. Block 601.

1. Main Frame - Inspection/Check

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Access Platform, 2.3 - 8.0 m (7.5 - 26.0 ft.)
(2)	Ultrasonic Testing Instrument
(3)Material No. 05-005	Special Materials (Ref. 20-31-00)
(4)Material No. 05-027	Special Materials (Ref. 20-31-00)
Referenced Procedures	
- 25-21-00, P. Block 401	Passenger Compartment Seats
- 25-23-11, P. Block 401	Ceiling Panels
- 25-23-21, P. Block 401	Upper Sidewall Panels
- 25-23-31, P. Block 401	Lower Sidewall Panels
- 25-24-11, P. Block 401	Sidewall Overhead Stowage Compartment
- 25-24-21, P. Block 401	Center Overhead Stowage Compartment
- 25-28-00, P. Block 1	Floor Covering
- 25-28-12, P. Block 401	Nontextile Floor Covering
- 25-52-22, P. Block 401	Ball Mats
- 51-73-10, P. Block 801	Repair of Minor Damage
- 51-74-10, P. Block 801	Removal of Corrosion
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 52-30-00, P. Block 301	FWD and AFT Cargo Compartment Doors
- 52-34-31, P. Block 401	Fittings
- 53-10-15, P. Block 601	Floor Structure
- 53-10-18, P. Block 401	Scuff Plates
- 53-10-16, P. Block 601	Seat Tracks
- 53-10-25, P. Block 401	Passenger Compartment Floor Panels
- 53-10-33, P. Block 401	AFT Cargo Compartment Floor Panels
- 53-10-35, P. Block 401	BULK Cargo Compartment Floor Panels
- 53-10-37, P. Block 401	AFT Section and Catwalk Floor Panels
- 53-10-63, P. Block 401	Wing to Fuselage Fairings
	Nondestructive Testing Manual (NTM)
	Structural Repair Manual (SRM)

B. Procedure
(1)Job Set-Up
(a)Position access platforms.
(b)Remove wing to fuselage fairings (Ref. 53-10-63, P. Block 401).
(c)Open AFT cargo compartment door and secure with safety lock (Ref. 52-30-00, P. Block 301).
(d)Open BULK cargo compartment door.
(e)Remove scuff plate from fuselage door frames under BULK cargo compartment door (Ref. 53-10-18, P. Block 401).
(f)In passenger compartment, STA3143(FR58) thru STA3885(FR72), remove the following:
1 Passenger seats (Ref. 25-21-00, P. Block 401).
2 Floor coverings (Ref. 25-28-00, P. Block 1 and 25-28-14, P. Block 401).
3 Ceiling panels (Ref. 25-23-11, P. Block 401).
4 Sidewall overhead stowage compartments LH and RH (Ref. 25-24-11, P. Block 401).
5 Center overhead stowage compartment (Ref. 25-24-21, P. Block 401).
6 Upper sidewall panels (Ref. 25-23-21, P.Block 401).
7 Lower sidewall panels (Ref. 25-23-31, P. Block 401).
8 Floor panels (Ref. 53-10-25, p. Block 401).
(g)In AFT cargo compartment, STA3143(FR58) thru STA3461(FR64), remove the following:
1 Sidewall panels.
2 Ceiling panels.
3 Ball mats (Ref. 25-52-22, P. Block 401).
4 Floor panels (Ref. 53-10-33, P. Block 401).
(h)In BULK cargo compartment, STA3461(FR64) thru STA3779(FR70) remove the following:
1 Sidewall panels.
2 Ceiling panels.
3 Floor panels (Ref. 53-10-35, P. Block 401).
(j)Open underfloor compartment access door 162AZ in BULK cargo compartment.
(k)Remove catwalk panels (Ref. 53-10-37, P. Block 401).
(l)Remove all heat and sound insulation.
R (2)Inspection
(a)The following areas have specific damage criteria:
1 Fuselage door frame structure of BULK cargo compartment door STA3620(FR67) and STA3726(FR69), STGR32 RH thru STGR47 RH.
2 Fuselage skin around BULK cargo compartment door STA3567(FR66) thru STA3779(FR70), STGR32 RH thru STGR47 RH.
3 Fuselage skin around AFT cargo compartment door STA3196(FR59) thru STA3461(FR64), STGR21 RH thru STGR47 RH.
4 Fuselage skin joints at STA3143(FR58) and STA3885(FR72), STGR1 thru STGR13 LH and STGR13 RH.
R 5 Fuselage sealing section of AFT cargo compartment door surround.
R 6 Fuselage sealing section of BULK cargo compartment door surround.
R 7 Frames and stringers.
R 8 All machined parts.

9 Fuselage skin (General).
10 Fuselage window forgings.
11 All remaining areas.
12 For the allowable damage limits for steps 1 thru to 11 refer to the SRM 53-10-00, P. Block 101.
NOTE : Should damage be found, measure thickness of damaged component, using ultrasonic testing instrument. The damage limits are dependant on thickness of component.

(b)Should damage limits be exceeded, a structural repair must be carried out.
1 For the removal of scratches, marks and dents refer to 51-73-10, P. Block 801.
2 For the removal of corrosion refer to 51-74-10, P. Block 801.
3 For the repair of paint coatings refer to 51-75-10, P. Block 801.
4 For the repair of sealing refer to 51-76-10, P. Block 801.

(c)Inspect all internal and external components and areas for damage, cracks, loose or missing rivets, corrosion, condition of sealant and paint.
R 1 Pay special attention to the following:
R - Internal structure around AFT cargo compartment door, STA3196(FR59)
R thru STA3461(FR64), STGR22 thru STGR45, RH.
R - Internal structure around BULK cargo compartment door, STA3620(FR67)
R thru STA3726(FR69), STGR35 thru STGR45, RH.
R - Fuselage skin butt and lap joint between STA3143(FR58) and
R STA3885(FR72).
R - Fuselage skin around AFT cargo compartment door STA3143(FR58)
R thru STA3514(FR65), STGR22 thru STGR46, RH.
R - Fuselage skin around BULK cargo compartment door STA3567(FR66)
R thru STA3779(FR70), STGR31 thru STGR48, RH.
R - Area of scuff plate.
R - Aft lavatory service panel, STA3779(FR70) thru STA3832(FR71),
R STGR45 thru STGR48, LH.

**ON A/C ALL

Post SB 53-2041 For A/C ALL

- Carry out additional NDT inspection of area behind scuff plate (Ref. Nondestructive Testing Manual).

**ON A/C ALL

(3)Close-Up
(a)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(b)Check coating of moisture-removing oil (Mat. No. 05-027) and corrosion-preventive compound (Mat. No. 05-005) for good condition in the following areas and renew if necessary (Ref. 51-75-10, P. Block 801):

1 STA3143(FR58) thru STA3726(FR69), STGR41 thru STGR57, LH and RH.
2 STA3726(FR69) thru STA3885(FR72), STGR40 thru STGR57, LH and RH.
3 AFT cargo compartment door frame structure, STA3196(FR59) thru STA3461(FR64), STGR25 thru STGR41, RH.
4 BULK cargo compartment door frame structure, from approx. 200 mm (8.0 in.) forward of STA3620(FR67) to approx. 200 mm (8.0 in.) aft of STA3726(FR69), STGR31 thru STGR41, RH.

(c)Install all heat and sound insulation.
(d)Install catwalk panels (Ref. 53-10-37, P. Block 401).
(e)Close aft cabin underfloor compartment access door (162AZ) in BULK cargo compartment.
(f)In BULK cargo compartment, STA3461(FR64) thru STA3779(FR70), install the following:
1 Floor panels (Ref. 53-10-35, P. Block 401).
2 Ceiling panels.
3 Sidewall panels.
(g)In AFT cargo compartment, STA3143(FR58) thru STA3461(FR64) install the following:
1 Floor panels (Ref. 53-10-33, P. Block 401).
2 Ball mats (Ref. 25-52-22, P. Block 401).
3 Ceiling panels.
4 Sidewall panels.
(h)In passenger compartment, STA3143(FR58) thru STA3885(FR72), install the following:
1 Floor panels (Ref. 53-10-25, P. Block 401).
2 Lower sidewall panels (Ref. 25-23-31, P. Block 401).
3 Upper sidewall panels (Ref. 25-23-21, P. Block 401).
4 Center overhead stowage compartment (Ref. 25-24-21, P. Block 401).
5 Sidewall overhead stowage compartments, LH and RH (Ref. 25-24-11, P. Block 401).
6 Ceiling panels (Ref. 25-23-11, P. Block 401).
7 Floor coverings (Ref. 25-28-00, P. Block 1 and 25-28-12, P. Block 401).
8 Passenger seats and seat track covers (Ref. 25-21-00, P. Block 401).

(j)Remove all maintenance equipment, standard and special tools and miscellaneous items from passenger compartment.
(k)Install scuff plate to BULK cargo compartment fuselage door frame (Ref. 53-10-18, P. Block 401).
(l)Remove all maintenance equipment, standard and special tools and miscellaneous items from BULK and AFT cargo compartment.
(m)Close BULK cargo compartment door.
(n)Remove safety lock (Ref. 52-30-00, P. Block 301) and close AFT cargo compartment door.
(p)Install wing to fuselage fairings (Ref. 53-10-63, P. Block 401).
(q)Remove access platforms.

FUSELAGE AFT SECTION (STA3885/FR72 TO STA4362/FR80) DESCRIPTION AND OPERATION

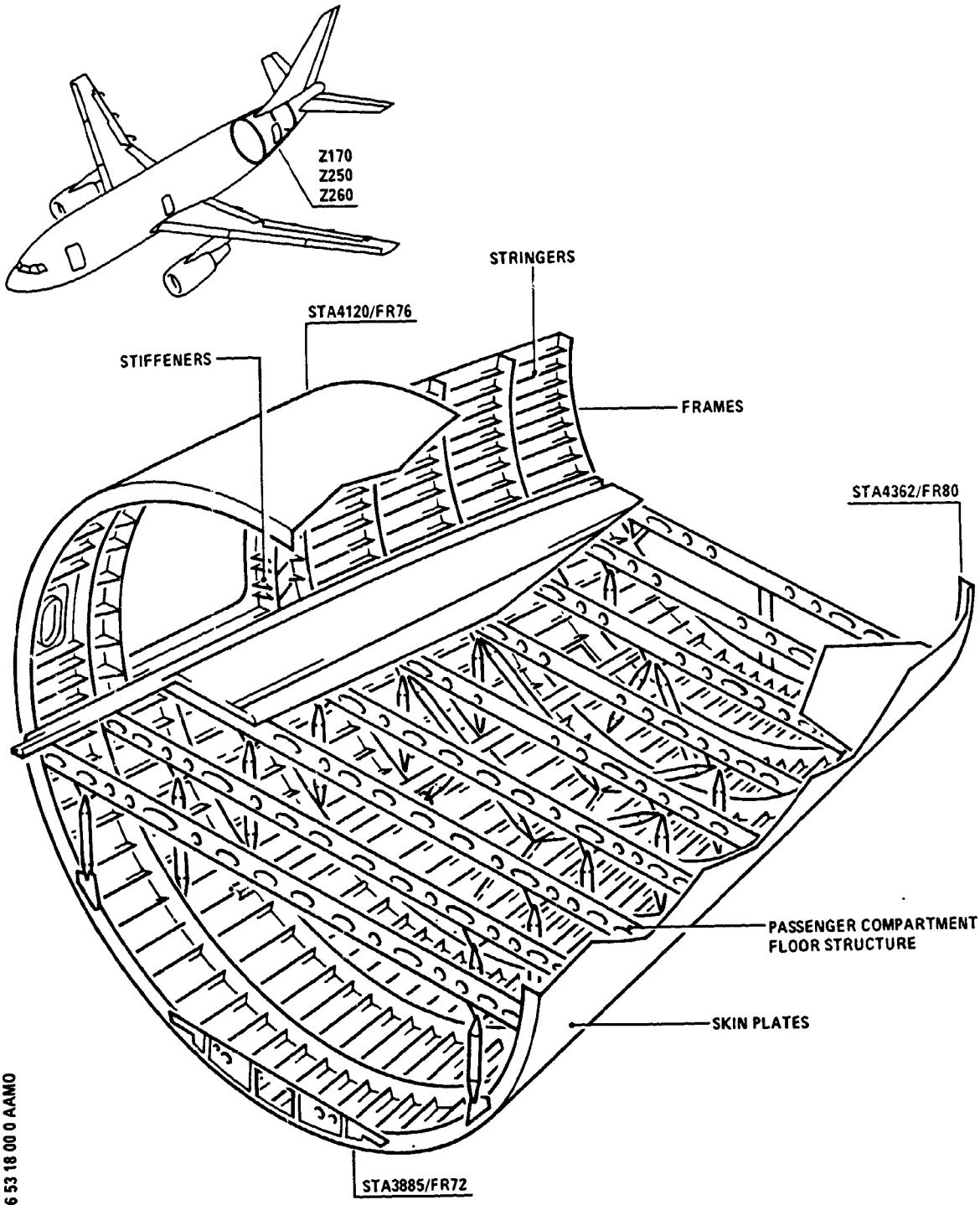
1. General

A. The fuselage aft section is constructed of frames, stringers and skin plates which are riveted together to form the fuselage shell. The shell is braced by crossbeams, which are attached to the frames. Longerons and integral seat tracks are attached to the crossbeams to form the passenger compartment floor structure. The crossbeams are supported by struts.
NOTE : The area STA4120(FR76) thru STA4362(FR80) STGR1 thru STGR17 LH and RH is part of fuselage tail section (Ref. 53-19-00, P. Block 1).

2. Component Location

(Ref. Fig. 001)

FIN	FUNCTIONAL DESIGNATION	PANEL	ZONE	ACCESS DOOR	ATA REF.
	PLATES - SKIN		170	833	
			250	843	
			260	813	
	FRAMES		170	833	
			250	843	
			260	813	
	STRINGERS		170	833	
			250	843	
			260	813	
	STRUCTURE - FLOOR, PASSENGER COMPARTMENT		250	833	
			260	843	
	FAIRINGS		170		
			260		
	FITTINGS		170	833	
			250	843	
			260	813	
	GEAR-TAIL		170		



Fuselage Aft Section
Figure 001

3. Description
(Ref. Fig. 002)

A. Skin Plates
(1)Skin plates are manufactured from aluminum-alloy sheets and are reinforced by stringers bonded or riveted to them.
(2)Skin plates are preformed to the contour of the fuselage before being riveted to frames.

B. Frames
(1)The frames are the circumferential stiffeners of the fuselage shell and are constructed of formed or machined aluminum-alloy sections. Clips with cutouts to clear stringers are riveted between the frames and the skin panels.

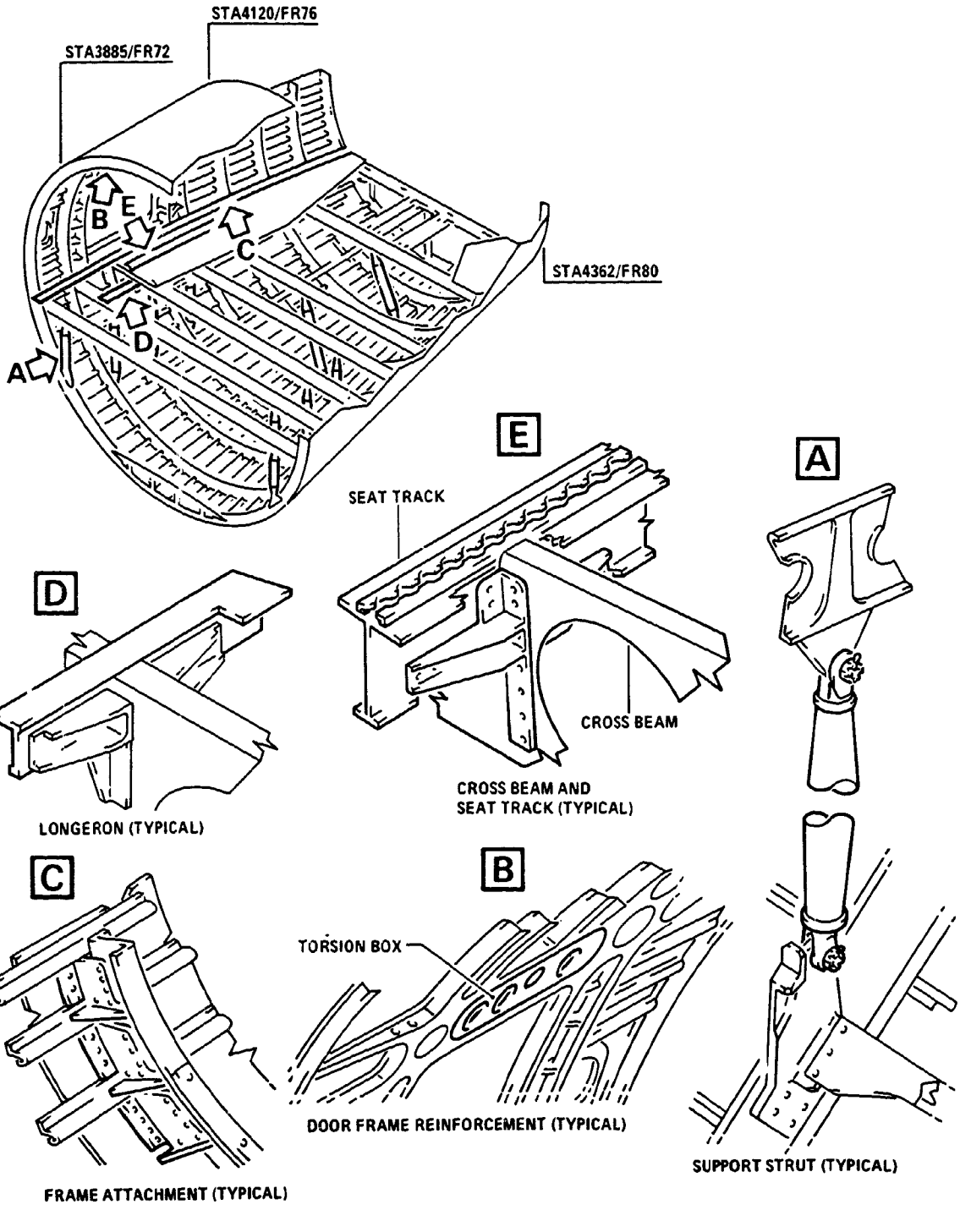
C. Stringers and Skin Stiffeners
(1)The stringers are the longitudinal stiffeners of the fuselage shell and are constructed of formed or machined aluminum-alloy z-sections which pass between the frames and skin panels.
(2)In areas of high stress, e.g. cabin windows and door cutouts, the skin is reinforced by bonded or riveted stiffeners.

D. Passenger Compartment Floor Structure
(1)The passenger compartment floor structure consists of crossbeams which are attached to frames and supported by struts. Longerons and integral seat tracks are attached to the crossbeams. Floor panels are secured by screws to the fuselage structure, and are removable for maintenance and/or replacement.
(2)Seat tracks, crossbeams and longerons are constructed from extruded or milled aluminum-alloy. Floor panels are manufactured from honeycomb core, bonded between prepreg (GRP) sheets.

E. Fairings
(1)The dorsal fin, installed between STA4059(FR75) and STA4362(FR80), is manufactured from honeycomb core, bonded between sheets of resin-fiber composites.
(2)The levelling point fairing, installed between STA4302(FR79) and STA4362(FR80), is manufactured from prepreg (GRP) sheets.

F. Fittings
(1)Fittings enable connection of structural parts direct to the fuselage or to components already attached to the fuselage.

G. Tail Gear
(1)The tail gear comprises a tail skid shoe attached to the fuselage skin between reinforced frames at STA4120(FR76) and STA4181(FR77).
(2)Impact loads are transferred from the tail skid shoe to the structure via shear panels attached to the reinforced frames.



Typical Structure Components
Figure 002

WARNING : SPECIAL PRECAUTIONS MUST BE FOLLOWED BEFORE CARRYING OUT MAINTENANCE ON OR NEAR PASSENGER/CREW DOORS (REF. 52-10-00, P. BLOCK 301).

R CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE NOMINAL
R MATERIAL THICKNESS AS SPECIFIED IN SRM (STRUCTURAL REPAIR MANUAL).

NOTE : Should a defect be suspected during the following inspection/check, an approved nondestructive test must be carried out. If a defect is subsequently proved to exist, a structural repair must be carried out, or the component must be replaced.

NOTE : For inspection/check of:
- Floor structure refer to 53-10-15, P. Block 601.
- Seat tracks refer to 53-10-16, P. Block 601.

1. Main Frame - Inspection/Check

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Access Platforms, 2.3 - 8.0 m (7.5 - 26 ft.)
(2)	Ultrasonic Testing Instrument
(3)Material No. 05-005	Special Materials (Ref. 20-31-00)
(4)Material No. 05-027	Special Materials (Ref. 20-31-00)
Referenced Procedures	
- 25-21-00, P. Block 401	Passenger Compartment Seats
- 25-21-51, P. Block 401	Cabin Attendant Swivel Seat
- 25-23-11, P. Block 401	Ceiling Panels
- 25-23-21, P. Block 401	Upper Sidewall Panels
- 25-23-31, P. Block 401	Lower Sidewall Panels
- 25-23-41, P. Block 401	Door Frame Linings
- 25-24-11, P. Block 401	Sidewall Overhead Stowage Compartment
- 25-24-21, P. Block 401	Center Overhead Stowage Compartment
- 25-28-00, P. Block 1	Floor Covering
- 25-28-12, P. Block 401	Nontextile Floor Covering
- 25-40-00, P. Block 1	Lavatories
- 51-73-10, P. Block 801	Repair of Minor Damage
- 51-74-10, P. Block 801	Removal of Corrosion
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 52-10-00, P. Block 301	Passenger/Crew Doors - Special Precautions
- 53-10-15, P. Block 601	Floor Structure
- 53-10-16, P. Block 601	Seat Tracks
- 53-10-18, P. Block 401	Scuff Plates
- 53-10-25, P. Block 401	Passenger Compartment Floor Panels
- 53-10-37, P. Block 401	AFT Section and Catwalk Floor Panels
	Nondestructive Testing Manual (NTM)
	Structural Repair Manual (SRM)

B. Procedure
(1)Job Set-Up

(a)Position access platforms.
WARNING : SPECIAL PRECAUTIONS MUST BE FOLLOWED.
(b)Safety emergency escape slide, emergency operation cylinder and door warning system (Ref. 52-10-00, P. Block 301).
(c)Open AFT passenger/crew doors.
(d)Remove scuff plates from fuselage door frames under AFT passenger/crew doors (Ref. 53-10-18, P. Block 401).
(a)In passenger compartment STA3885(FR72) thru STA4362(FR80) remove the following:
1 Seat track covers and seats (Ref. 25-21-00, P. Block 401).
2 Floor coverings (Ref. 25-28-00, P. Block 1 and 25-28-12, P. Block 401).
3 Ceiling panels (Ref. 25-23-11, P. Block 401).
4 Sidewall overhead stowage compartments LH and RH (Ref. 25-24-11, P. Block 401).
5 Center overhead stowage compartments (Ref. 25-24-21, P. Block 401).
6 Cabin attendant swivel seats (Ref. 25-21-51, P. Block 401).
7 Lavatories (Ref. 25-40-00, P. Block 1).
8 Upper sidewall panels (Ref. 25-23-21, P. Block 401).
9 Lower sidewall panels (Ref. 25-23-31, P. Block 401).
10 Door frame linings (Ref. 25-23-41, P. Block 401).
11 Floor panels (Ref. 53-10-25, P. Block 401).
(b)Open BULK cargo compartment door.
(c)Open aft cabin underfloor compartment access door 162AZ in BULK cargo compartment.
(d)Remove catwalk panels (Ref. 53-10-37, P. Block 401).
(e)Remove all heat and sound insulation.

R (2)Inspection
R (Ref. Fig. 601)
R (Ref. Fig. 602)

(a)The following areas have specific damage criteria:
1 Fuselage skin joint at STA3885(FR72), STGR1 thru STGR57, LH and RH.
2 Fuselage skin joint at STA4120(FR76), STGR1 thru STGR35, LH and RH.
3 Fuselage joint at STA4362(FR80), STGR17 thru STGR57, LH and RH.
4 Fuselage skin around AFT passenger/crew doors STA3885(FR72) thru STA4120(FR76), STGR9 thru STGR28, LH and RH.
5 AFT passenger/crew door frames.
6 Frames and stringers.
7 Machined parts.
8 Fuselage skin (General).
9 Fuselage window forgings.
10 All remaining areas.
11 For the allowable damage limits for steps 1 thru to 10 refer to the SRM 53-10-00, P. Block 101.
NOTE : Should damage be found, measure thickness of damaged components, using ultrasonic testing instrument. The damage limits are dependant on thickness of component.

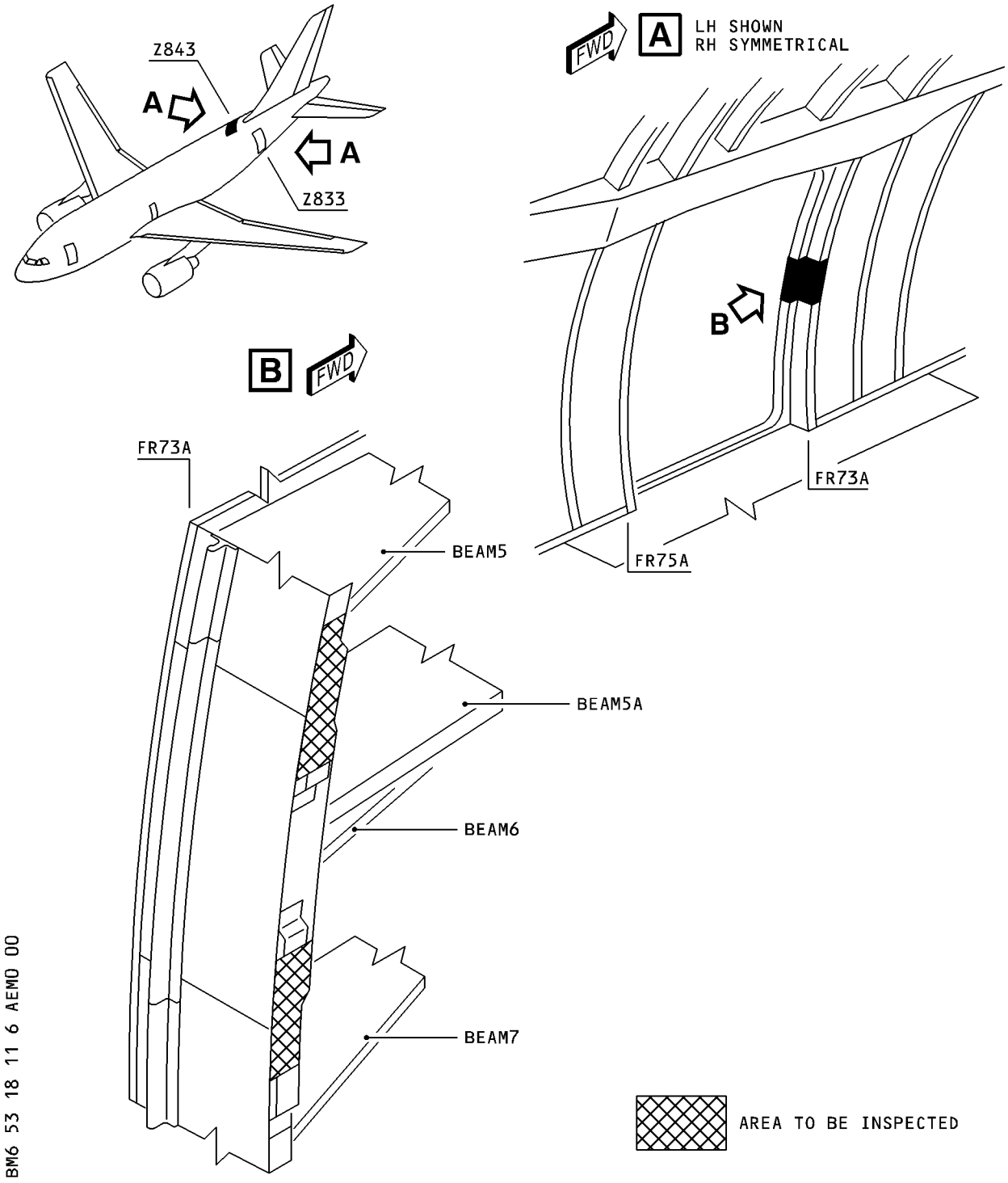
(b)If damage limits are exceeded, a structural repair must be carried out.
1 For the removal of scratches and marks refer to 51-73-10, P. Block 801.
2 For the removal of corrosion refer to 51-74-10, P. Block 801.
3 For the repair of paint coatings refer to 51-75-10, P. Block 801.
4 For the repair of sealing refer to 51-76-10, P. Block 801.

(c)Inspect all internal and external components and areas for damage, cracks, loose or missing rivets, corrosion, condition of sealant and paint.
1 Pay special attention to the following:
- Internal structure around AFT passenger/crew door fuselage frames STA3938(FR73) thru STA4120(FR76), above cabin floor.
- Internal structure around AFT passenger/crew doors threshold STA3938(FR73) thru STA4120(FR76), below cabin floor.
- Fuselage skin butt and lap joint between STA3885(FR72) and STA4120(FR76).
- Fuselage skin butt and lap joint between STA4120(FR76) and STA4362(FR80), STGR17 thru STGR57, LH and RH.
- Fuselage skin around AFT passenger/crew doors between STA3885(FR72) and STA4120(FR76), STGR6 thru STGR28, LH and RH.
- Cut-out corners for AFT passenger/crew doors.
- Area of scuff plate.

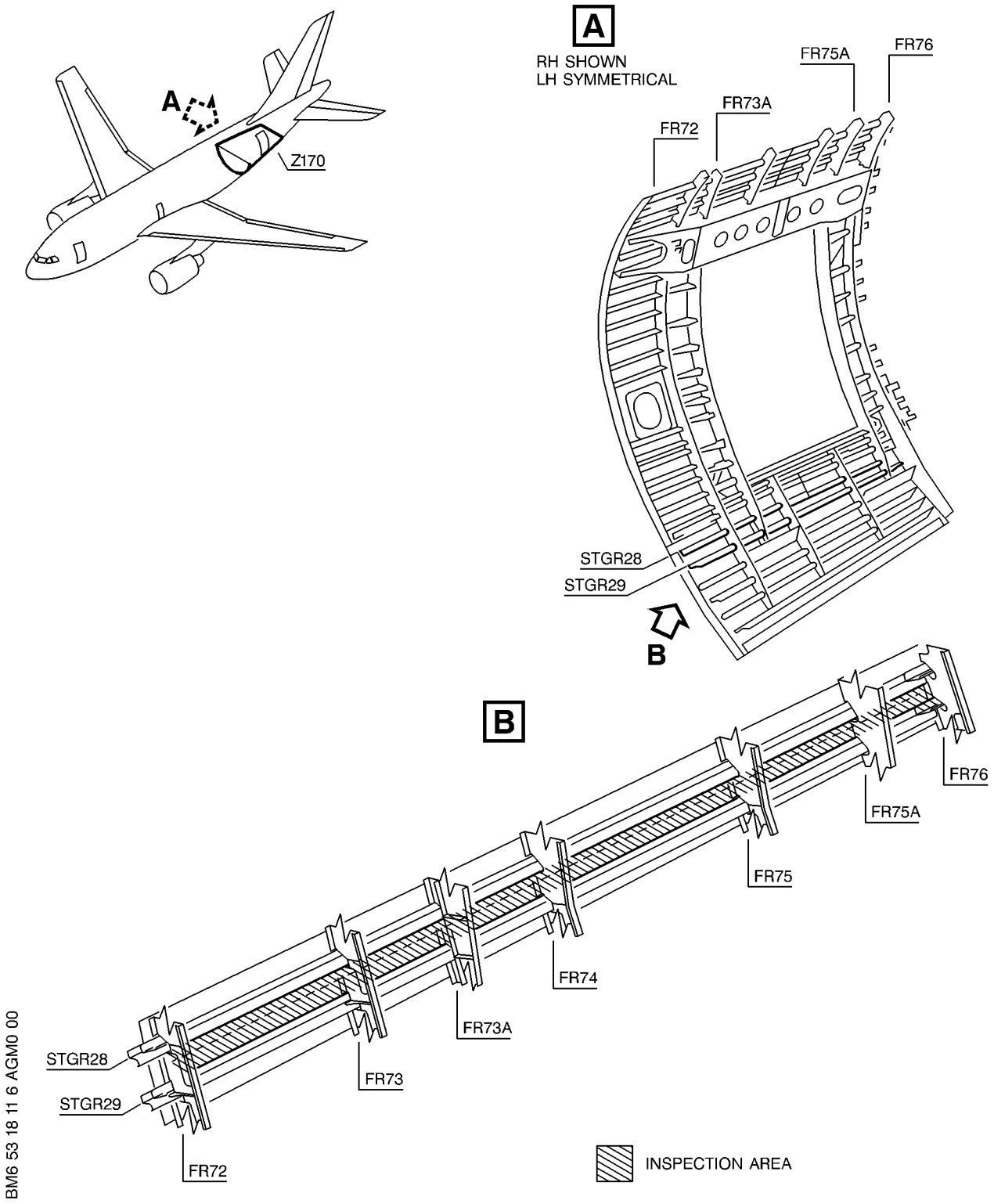
**ON A/C ALL

Post SB 53-2041 For A/C ALL

- Carry out additional NDT inspection of area behind scuff plate (Ref. Nondestructive Testing Manual).



Inspection Areas of Frame 73A
Figure 601



Inspection Area of Lap Joint between Frame 72 and Frame 76
Figure 602

R

**ON A/C ALL

(d)Inspect FR73A beams 5 thru to 7 (Ref. Fig. 601).
1 Do a NDT inspection of the specified areas of FR73A, refer to NTM 51-10-08, P. Block 601.

R (e)Special detailed inspection of lap joint below stringer 28, between
R FR72 and FR76 LH and RH (Ref. Fig. 602).
R NOTE : If an internal or external repair doubler is installed, the
R inspection in this area is not necessary.
R 1 Do a NDT inspection of the specified area between FR72 and FR76. Refer
R to NTM 53-18-02, P. Block 401.

(3)Close-Up
(a)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(b)Check coating of moisture-removing oil (Mat. No. 05-027) and corrosion-preventive compound (Mat. No. 05-005) for good condition in the following areas and apply if necessary (Ref. 51-75-10, P. Block 801):
1 STA3885(FR72) thru STA4362(FR80), STGR25 thru STGR57, LH and RH.
2 STA3938(FR73) thru STA4120(FR76), STGR9 thru STGR25, LH and RH.
(c)Install all heat and sound insulation.
(d)Install the following in passenger compartment:
1 Floor panels (Ref. 53-10-25, P. Block 401).
2 Door frame linings (Ref. 25-23-41, P. Block 401).
3 Lower sidewall panels (Ref. 25-23-31, P. Block 401).
4 Upper sidewall panels (Ref. 25-23-21, P. Block 401).
5 Lavatories (Ref. 25-40-00, P. Block 1).
6 Cabin attendant swivel seats (Ref. 25-21-51, P. Block 401).
7 Center overhead stowage compartments (Ref. 25-24-21, P. Block 401).
8 Sidewall overhead stowage compartments LH and RH (Ref. 25-24-11, P. Block 401).
9 Ceiling panels (Ref. 25-23-11, P. Block 401).
10 Floor coverings (Ref. 25-28-00, P. Block 1 and 25-28-12, P. Block 401).
11 Seats and seat track covers (Ref. 25-21-00, P. Block 401).
(e)Install catwalk panels (Ref. 53-10-37, P. Block 401).
(f)Remove all maintenance equipment, standard and special tools and miscellaneous items.
(g)Close aft cabin underfloor compartment access door 162AZ.
(h)Close BULK cargo compartment door.
(j)Install scuff plates to AFT passenger/crew door fuselage frames (Ref. 53-10-18, P. Block 401).
WARNING : SPECIAL PRECAUTIONS MUST BE FOLLOWED.
(k)Arm emergency operation cylinder and activate door warning system (Ref. 52-10-00, P. Block 301).
(l)Close AFT passenger/crew door.
(m)Remove access platforms.

FUSELAGE TAIL SECTION AND TAIL CONE (STA4362/FR80 TO STA5151/FR103) DESCRIPTION AND OPERATION

1. General

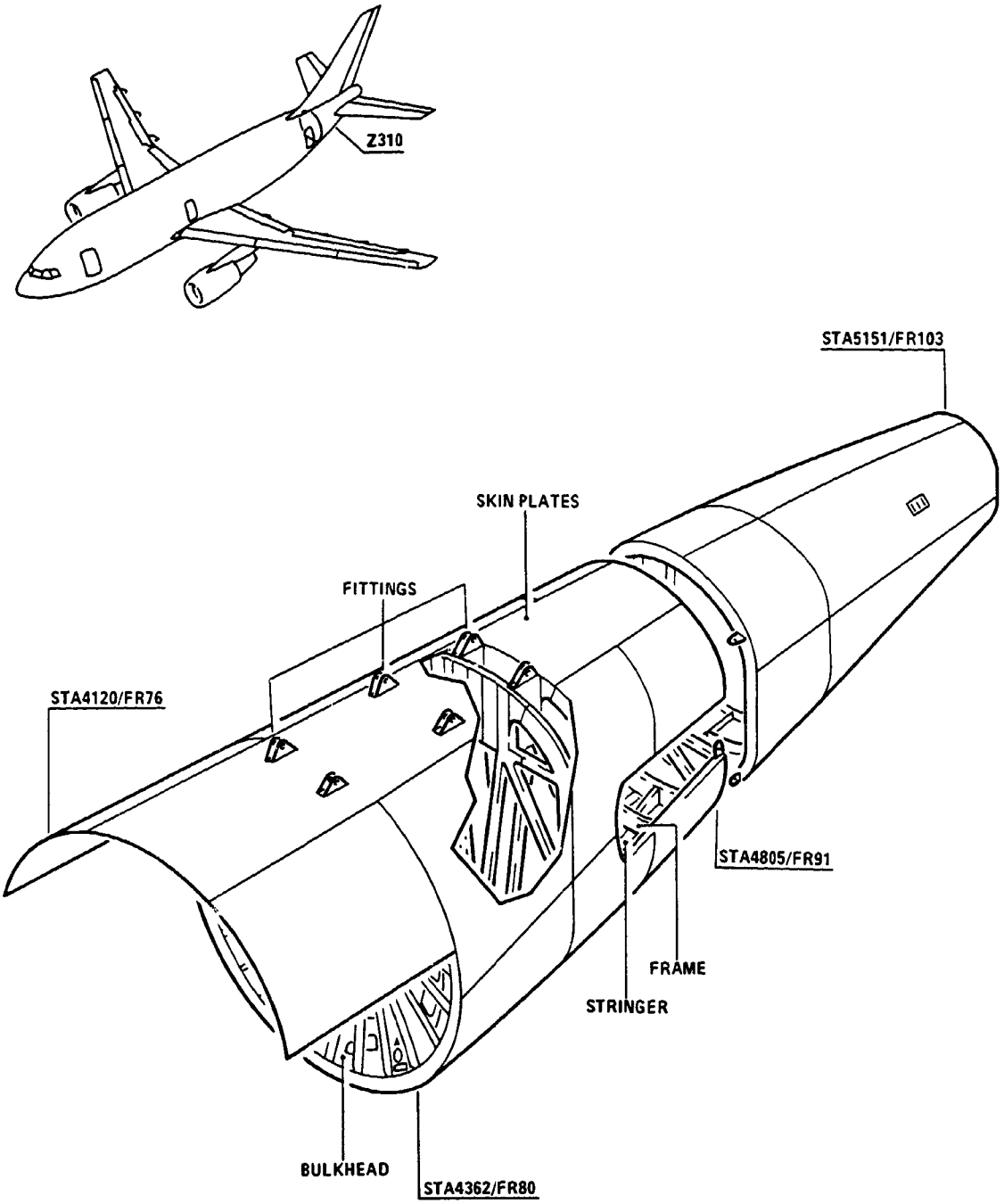
A. The fuselage tail section is constructed of frames, stringers and skin plates which are riveted together to form the fuselage shell. The shell is braced by tie beams and struts. The aft pressure bulkhead, APU compartment and the attach fittings for the tail cone, horizontal and vertical stabilizers are located in this area.

NOTE : The fuselage tail section is extended from STA4362(FR80) thru STA4120(FR76), STGR1 thru STGR17, LH and RH.

2. Component Location

(Ref. Fig. 001)

FIN	FUNCTIONAL DESIGNATION	PANEL	ZONE	ACCESS DOOR	ATA REF.
	PLATES-SKIN		310		
	STRINGERS		310		
	FRAMES		310		
	BULKHEAD		310		
	FITTINGS		310		
	FAIRINGS		310		



Fuselage Tail Section and Tail Cone
Figure 001

3. Description (Ref. Fig. 002)

A. Skin Plates

(1) Skin plates are manufactured from aluminum-alloy sheets and are reinforced by stringers bonded or riveted to them.

(2) Skin plates are preformed to the contour of the fuselage before being riveted to frames.

B. Frames

(1) Frames are the circumferential stiffeners of the fuselage shell, and are fabricated from formed or machined aluminum-alloy sections. In the area of the horizontal stabilizer cutouts, the frames are made in halves. The attachments for the tail cone and horizontal stabilizer are built into the frames. The horizontal stabilizer cutout edges are reinforced by edge beams.

C. Stringers

(1) The stringers are the longitudinal stiffeners of the fuselage shell, and are fabricated from formed or machined aluminum-alloy Z-sections which pass between the frames and skin plates.

D. Bulkhead

(1) The fuselage tail section and tail cone are not pressurized, a bulkhead, located at STA4362(FR80), separates the pressurized and unpressurized areas.

E. Fairings

(1) The aft jacking point fairing is manufactured from prepreg (GRP) sheets and installed between STA4467(FR84) and STA4573(FR86).

(2) The rudder fairing is manufactured from aluminum alloy and attached to the upper surface of the fuselage directly under the rudder, to close the gap between rudder and fuselage.

F. Fittings

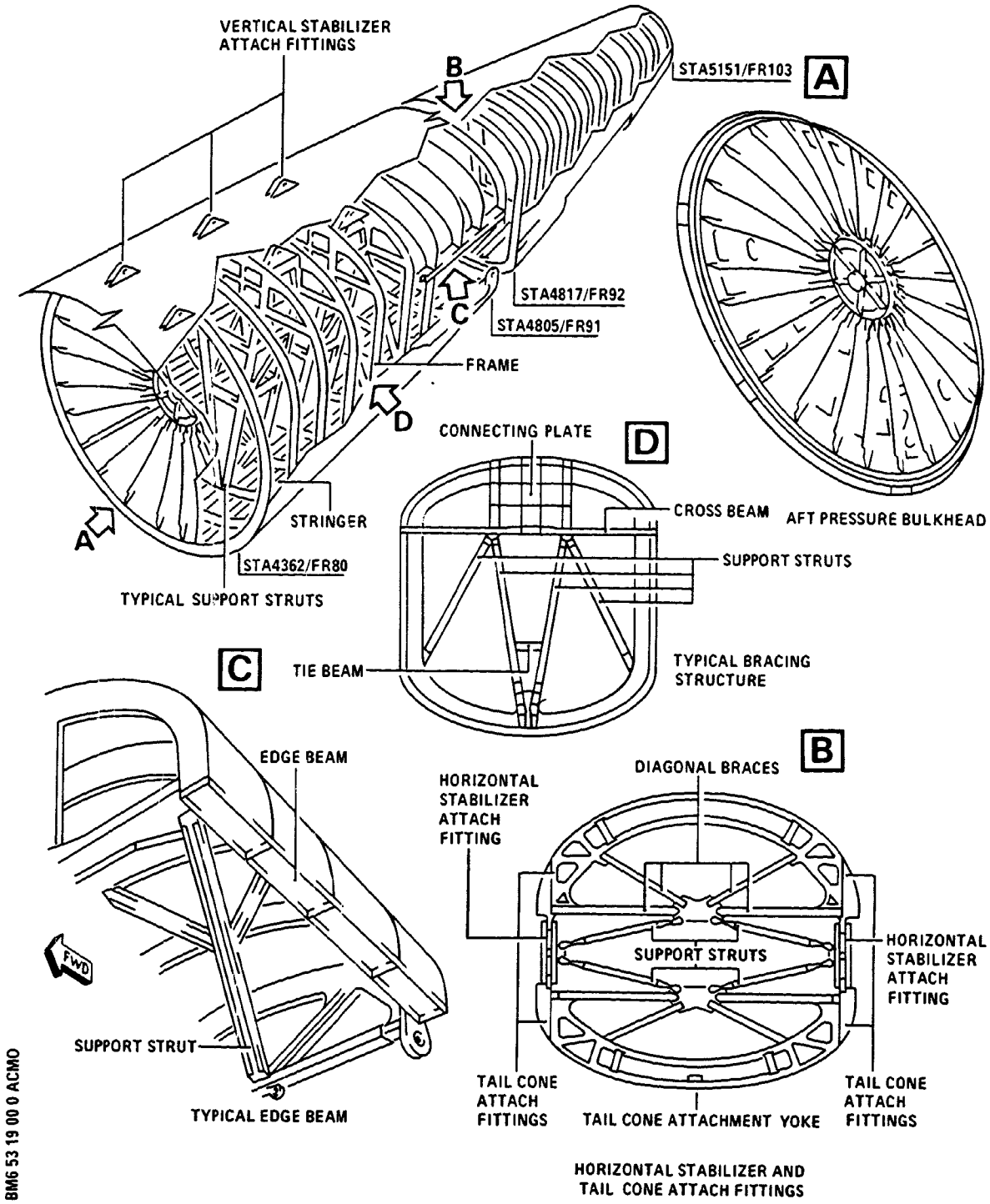
(1) Fittings enable connection of structural parts direct to the fuselage or to components already attached to the fuselage.

(a) Vertical stabilizer attach fittings are reinforced by support struts, tie beams and connecting plates.

(b) Tail cone attach fittings are reinforced by diagonal braces.

G. Ladder

(1) A ladder is built into the structure, between STA4415(FR83) and STA4467 (FR84), to provid access to the interior of the vertical stabilizer through access panel 311AZ.



Typical Structure Components
Figure 002

WARNING : STANDARD WARNINGS MUST BE OBSERVED BEFORE WORKING ON OR NEAR THE HORIZONTAL OR VERTICAL STABILIZERS (REF. 55-00-00, P. BLOCK 301).

R CAUTION : PERCENTAGE (%) OF ALLOWABLE DAMAGE IS ALWAYS RELATED TO THE NOMINAL
R MATERIAL THICKNESS AS SPECIFIED IN SRM (STRUCTURAL REPAIR MANUAL).

NOTE : Should a defect be suspected during the following inspection/check an approved nondestructive test must be carried out.
If a defect is subsequently proved to exist, a structural repair must be carried out, or the component must be replaced.

NOTE : For inspection/check of:
- Bulkheads refer to 53-10-17, P. Block 601.
- Fuselage aft section fittings refer to 53-10-88, P. Block 601.

1. Main Frame - Inspection/Check

A. Equipment and Materials

ITEM	DESIGNATION
(1)	Access Platform, 2.3-7.0 m (7.5-23.0 ft.)
(2)	Ultrasonic Testing Instrument
(3)Material No. 05-027	Special Materials (Ref. 20-31-00)

Referenced Procedures

- 49-10-00, P. Block 401	Power Plant
- 51-73-10, P. Block 801	Repair of Minor Damage
- 51-74-10, P. Block 801	Removal of Corrosion
- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing
- 53-10-17, P. Block 601	Bulkheads
- 53-10-67, P. Block 401	Vertical Stabilizer Dorsal Fin
- 53-10-69, P. Block 401	Vertical Stabilizer Side Fairings
- 53-10-71, P. Block 401	Rudder Fairings
- 53-10-88, P. Block 601	Fuselage Aft Section Fittings
- 55-00-00, P. Block 301	Stabilizers - Standard Warnings and Procedures
- 55-15-11, P. Block 401	Horizontal Stabilizer Apron
	Nondestructive Testing Manual (NTM)
	Structural Repair Manual (SRM)

B. Procedure

(1)Job Set-Up

(a)Make horizontal stabilizer safe (Ref. 55-00-00, P. Block 301).
(b)Position access platform.
(c)Open equipment compartment access door 312AR.
(d)Open accessory compartment access door 313AL.
(e)Open APU access doors 315AL and 316AR.
(f)Open APU exhaust access fairing 317AL.
(g)Remove APU (Ref. 49-10-00, P. Block 401).
(h)Remove all access panels in APU compartment.
(j)Remove upper and lower horizontal stabilizer aprons

(Ref. 55-15-11, P. Block 401).
(k)Remove dorsal fin (Ref. 53-10-67, P. Block 401).
(l)Remove side fairings (Ref. 53-10-69, P. Block 401).
(m)Remove rudder fairings (Ref. 53-10-71, P. Block 401).
(2)Inspection
(a)The following areas have specific damage criteria as stated below:
1 All attach fittings and complete support structure for horizontal and vertical stabilizer.
2 Tail cone attach fittings.

3 Fuselage skin, STA4120(FR76) thru STA4362(FR80), STGR 1 thru STGR17, LH and RH, and STA4362(FR80) thru STA4805(FR91), STGR 1 thru STGR45 LH and RH.
4 Frames, FR80(STA4362) thru FR91(STA4805).
5 Stringers, STA4362(FR80) thru STA4805(FR91), STGR1 thru STGR45 LH and RH.
6 Support struts between STA4625(FR87) and center fittings at STA4805(FR91).
7 Machined parts.

8 Frames, FR92(STA4817) thru FR103(STA5151).
9 All other areas.
10 For the allowable damage limits for steps 1 thru to 9 refer to the SRM 53-10-00, P. Block 101.
NOTE : Should damage be found, measure thickness of damaged component, using ultrasonic testing instrument. The damage limits are dependant on thickness of component:
(b)Should stated limits be exceeded, a structural repair must be carried out.
1 For the removal of scratches, marks and dents refer to 51-73-10, P. Block 801.
2 For the removal of corrosion refer to 51-74-10, P. Block 801.
3 For the repair of paint coatings refer to 51-75-10, P. Block 801.
4 For the repair of sealing refer to 51-76-10, P. Block 801.
(c)Inspect all internal and external structural components and areas for damage, cracks, loose or missing rivets, corrosion and condition of sealant and paint.
1 Pay special attention to the following:
- All attach fittings and complete support structure for horizontal and vertical stabilizer.
- Tail cone attach fittings.
- Frame 91(STA4805) complete, including center fittings, diagonal braces and support struts.
- Drain holes at STRG 45 LH and RH behind STA4805(FR91) are not obstructed.
- Fuselage skin butt and lap joint between STA4120(FR76) and STA4362(FR80), STGR1 thru STGR17, LH and RH.

- Fuselage skin butt and lap joint between STA4362(FR80) and STA5151(FR103).
- Fuselage skin cutout corners for horizontal stabilizer at STA4625(FR87).
- Fuselage skin cutout, for equipment compartment access door 312AR, STA4467(FR84) thru STA4520(FR85), STGR30 thru STGR36, RH.
- Horizontal stabilizer cutout, stainless steel anti-chafing plates in area STA4520(FR85) thru STA4805(FR91), STGR13 thru STGR32, and STA4817(FR92) thru STA4875(FR94), STGR9 thru STGR14, LH and RH.

Carry out coin-tapping inspection on forward part of anti-chafing plates for separation.

(3)Close-Up
(a)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(b)Check coating of moisture-removing oil (Mat. No. 05-027) for good condition on all internal surfaces and structure of fuselage tail section in the following areas and apply if necessary (Ref. 51-75-10, P. Block 801):
1 STA4362(FR80) thru STA4805(FR91), STGR25 thru bottom centerline, LH and RH.
2 STA4817(FR92) thru STA5151(FR103), STGR15 thru bottom centerline, LH and RH.
3 STA4625(FR87), from approx. 200mm (8.0 in.) forward of STA4625(FR87) to approx. 200 mm (8.0 in.) aft of STA4625(FR87), STGR16 thru STGR25, LH and RH.
(c)Install rudder fairings (Ref. 53-10-71, P. Block 401).
(d)Install side fairings (Ref. 53-10-69, P. Block 401).
(e)Install dorsal fin (Ref. 53-10-67, P. Block 401).
(f)Install upper and lower horizontal stabilizer aprons (Ref. 55-15-11, P. Block 401).
(g)Install all access panels in APU compartment.
(h)Install APU (Ref. 49-10-00, P. Block 401).
(j)Close APU access doors 315AL and 316AR.
(k)Close equipment compartment access door 312AR.
(l)Close accessory compartment access door 313AL.
(m)Close APU exhaust access fairing 317AL.
(n)Remove warning notices displayed in cockpit (Ref. 55-00-00, P. Block 301).
(p)Remove access platform.

DRAIN MAST - REMOVAL/INSTALLATION

WARNING : USE SOLVENTS/CLEANING AGENTS, SEALANTS AND OTHER SPECIAL MATERIALS ONLY WITH A GOOD FLOW OF AIR THROUGH THE WORK AREA.
THESE MATERIALS ARE POISONOUS AND FLAMMABLE AND SKIN IRRITANTS.
OBEY THE MANUFACTURER'S INSTRUCTIONS.
PUT ON PROTECTIVE CLOTHING.
DO NOT GET THEM IN YOUR MOUTH.
DO NOT SMOKE.
DO NOT BREATHE THE GAS.
GET MEDICAL HELP IF YOUR SKIN OR EYES BECOME IRRITATED.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 1.50 m (4.9 ft.)
B.	Nonmetallic Scraper
C.	Lint-free Cloth
D.	Torque Wrench, 0.50 - 100 m.daN (44.25 - 88.50 lbf.in.)
E.Material No. 11-003	Cleaning Agents (Ref. 20-31-00)
F.Material No. 11-026	Cleaning Agents (Ref. 20-31-00)
G.Material No. 05-002	Special Materials (Ref. 20-31-00)
H.Material No. 09-013	Sealants (Ref. 20-31-00)
J.Material No. 09-016	Sealants (Ref. 20-31-00)

Referenced Procedures

- 51-75-10, P. Block 801	Repair of Paint Coatings
- 51-76-10, P. Block 801	Repair of Sealing

2. Procedure

A. Job Set-Up

(1)Put the access platform in position at the drain mast.

(Ref. Fig. 401)

(1)Hold the drain mast (1) with your hand and remove the bolts (2) and the washer (3).

(2)Carefully remove the drain mast (1) from the fuselage structure (4).

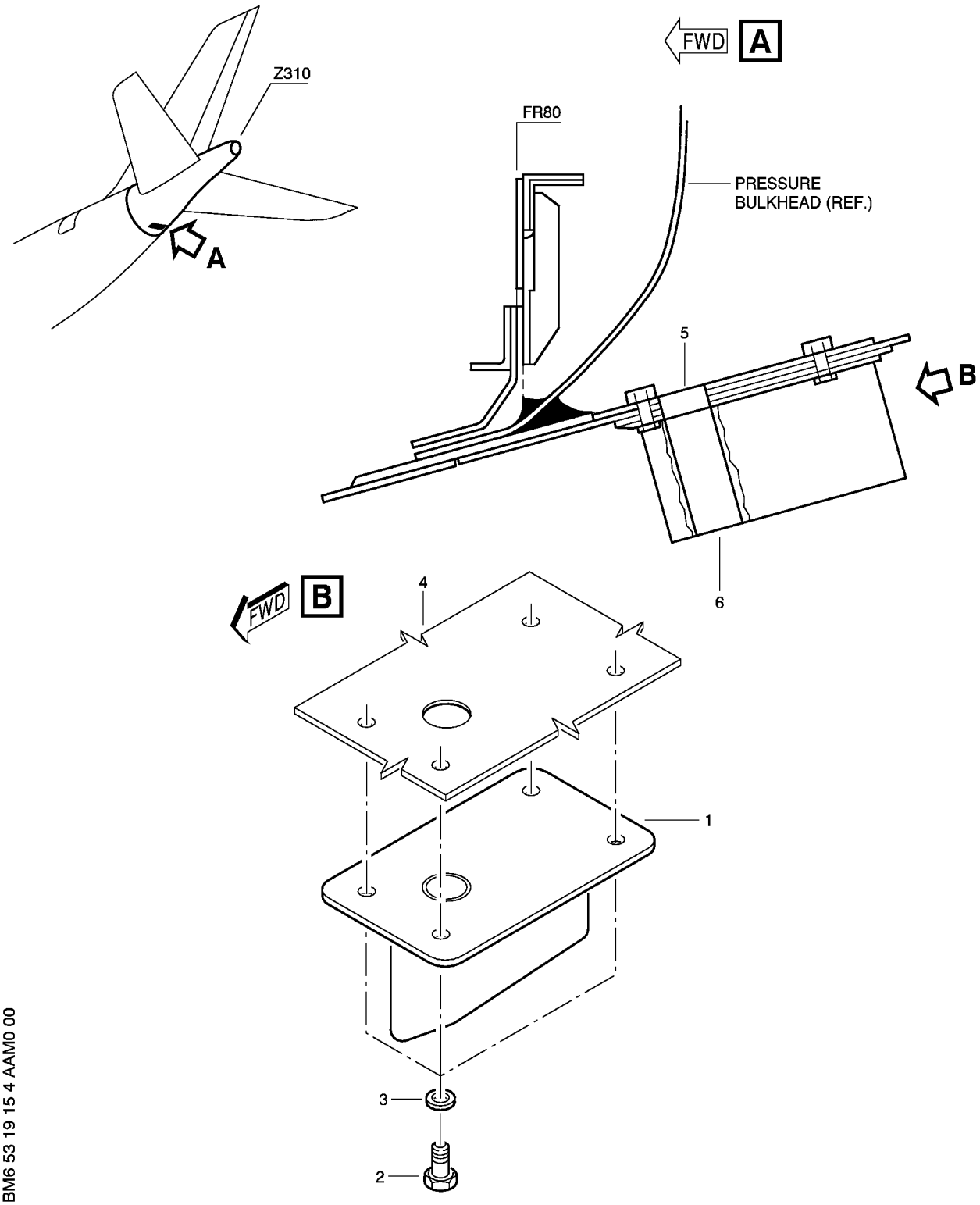
C. Preparation for Installation

CAUTION : DO NOT USE A METAL SCRAPER TO REMOVE THE UNWANTED MATERIAL. A METAL SCRAPER CAN CAUSE DAMAGE TO THE SURFACE OF THE COMPONENT.

(1)Remove the remaining sealant from the drain mast and the fuselage structure with a nonmetallic scraper.

(2)Clean the drain mast interface and the adjacent area with the cleaning agent (Material No. 11-026) and a lint-free cloth.

(3)Make sure that the fuselage structure/drain mast has no cracks or



BM6 53 19 15 4 AAM0 00

Drain Mast
Figure 401

R

corrosion.
(4)Make sure that the drain mast has no cracks or corrosion.

D. Installation
(1)Apply sealant (Material No. 09-013) to the mating surfaces of the drain mast (1) and the fuselage structure (4).
(2)Apply special material (Material No. 05-002) to the bolts (2).
(3)Put the drain mast (1) in its correct position at the fuselage structure (4) and hold it with your hand.
(4)Install the washers (3) with the bolts (2).
(5)TORQUE the bolts (2) to between 0.80 and 0.90 m.daN (70.80 and 79.66 lbf.in.).
(6)Remove the unwanted sealant with a lint-free cloth and the cleaning agent (Material No. 11-003).
(7)Apply a sealing bead with sealant (Material No. 09-016) around the base of the drain mast (1) (Ref. 51-76-10, P. Block 801).
(8)Make sure that there is no blockage of the drain tube (6), or the drain hole (5).
(9)Apply paint coating to the sealing bead, the bolts (2) and the washers (3) (Ref. 51-75-10, P. Block 801).

E. Close-Up
(1)Make sure that the work area is clean and clear of all tools and other items of equipment.
(2)Remove the access platform.

TAIL CONE - REMOVAL/INSTALLATION

WARNING : STANDARD WARNINGS MUST BE OBSERVED BEFORE WORKING ON OR NEAR THE HORIZONTAL AND VERTICAL STABILIZERS (REF. 55-00-00, P. BLOCK 301).
CAUTION : DO NOT DAMAGE OVERHEAT DETECTION CABLE.

1. Reasons for the Job

A. Replacement of Tail Cone

B. Repair of Tail Cone

C. Replacement of Horizontal Stabilizer

2. Equipment and Materials

	ITEM	DESIGNATION
	A.	Access Platform, 4.50 m (15.0 ft.)
	B. 98A28007570000	Adapter - Vent and Drain Valve, APU
R	C. 98A53407566003	Extractor - Attach Bolts, Tail Cone
	D. 98A53907524000	Sling - R/I Tail Cone
	E. DMC333	Electrician Service Tool Kit
	F.	Crane, 18 m (59 ft.) (To lift 1000 kg (2200 lb.) with APU installed, 650 kg (1433 lb.) with APU removed)
	G.	Corrosion-Resistant Steel Lockwire, 0.6 mm (0.024 in.) dia.
	H.	Torque Wrench, up to 2.3 m.daN (16.9 lbf.ft.)
	J.	O-Rings
	K.	Cotter Pins
	L.	Protective Plugs and Caps, for Fuel Lines
	M.	Protective Plugs and Caps, for Bleed-Air Lines
	N.	Protective Plugs and Caps, for Electrical Connectors
	P.	Circuit Breaker Safety Clips
	Q.	Nonmetallic Scraper
	R. Material No. 04-004	Common Greases (Ref. 20-31-00)
	S. Material No. 04-012	Common Greases (Ref. 20-31-00)
	T. Material No. 05-002	Special Materials (Ref. 20-31-00)
	U. Material No. 05-027	Special Materials (Ref. 20-31-00)
	V. Material No. 05-052	Special Materials (Ref. 20-31-00)
	W. Material No. 06-002	Lubricants (Ref. 20-31-00)
	X. Material No. 08-004	Bonding and Adhesive Compounds (Ref. 20-31-00)
	Y. Material No. 09-016	Sealants (Ref. 20-31-00)
	Z. Material No. 11-004	Cleaning Agents (Ref. 20-31-00)
	AA.Material No. 13-001	Pretreatment for Painting (Ref. 20-31-00)
	AB.Material No. 15-008	Storage Preservation (Ref. 20-31-00)

Referenced Procedures

	- 11-20-00, P. Block 1	Exterior Placards and Markings

- 20-28-11, P. Block 1 — Electrical Bonding
- 23-44-00, P. Block 501 — Cabin and Service Interphone
- 26-13-00, P. Block 501 — APU Fire and Overheat Detection
- 26-22-00, P. Block 501 — APU Fire Extinguishing
- 27-31-21, P. Block 401 — Vertical Torque Tube, with Universal Joint
- 27-31-22, P. Block 401 — THS Bellcranks
- 27-45-11, P. Block 401 — THS Position Sensor
- 29-10-00, P. Block 301 — Main Hydraulic Power - Pressurization/ Depressurization
- 33-31-00, P. Block 501 — Service Area Lighting
- 36-12-00, P. Block 501 — APU Bleed Air Supply and Crossbleed System
- 49-00-00, P. Block 501 — Airborne Auxiliary Power
- 49-10-00, P. Block 401 — Power Plant
- 49-16-11, P. Block 401 — Air Intake
- 49-16-14, P. Block 401 — Inlet Duct
- 49-31-00, P. Block 601 — Fuel Distribution
- 51-75-10, P. Block 801 — Repair of Paint Coatings
- 51-76-10, P. Block 801 — Repair of Sealing
- 55-00-00, P. Block 301 — Stabilizers - Standard Warnings and Procedures
- 55-13-13, P. Block 401 — Trailing Edge Access Panels
- 55-15-11, P. Block 401 — Horizontal Stabilizer Apron

3. Procedure

A. Job Set-Up
(1)Make horizontal and vertical stabilizers safe
(Ref. 55-00-00, P. Block 301).

(2)Open, safety and tag following circuit breakers:

PANEL	SERVICE	IDENT.	LOCATION
22VU	AUDIO SYS/INTPH AMPL/SVCE	20RJ	205/E17
22VU	AIR BLEED/X FEED VALVE WARN	1HV	203/G17
22VU	AIR BLEED/X FEED VALVE MAN CTL	3HV	203/G18
131VU	APU/FUEL BLOW OFF CTL	10QC	318/A51
131VU	APU/FUEL BLOW OFF PUMP	11QC	318/A52
131VU	APU/FUEL PUMP SUPPLY	1QC	318/A53
131VU	APU/IND OIL QTY	1KK	318/A54
131VU	APU/IND N	1KN	318/A55
131VU	APU/IND EGT	1KP	318/A56
131VU	APU/FIRE DET LOOP B	2WG	318/A59
131VU	APU/FIRE EXTING/SQUIB TEST	7WF	318/A60
131VU	APU/FIRE EXTING/SQUIB B	2WF	318/A61
131VU	APU/FUEL LP VALVE/CTL	4WF	318/A62
131VU	APU/FUEL LP VALVE/SUPPLY	2QF	318/A63
131VU	APU/ECB BACK UP/SUPPLY	58KD	317/B52
131VU	APU/ECB BACK UP/CTL	71KD	317/B53
131VU	APU/START	50KA	317/B54
131VU	APU/AIR INTAKE FLAP	1KB	317/B55
131VU	APU/WARN	2KD	317/B56
131VU	APU/ECB SUPPLY/MAIN	1KD	317/B57
131VU	APU/FIRE DET/FIRE WARN	3WG	317/B58
131VU	APU/FIRE DET/LOOP A	1WG	317/B59
131VU	APU/FIRE EXTING/AUTO EXTING GND TEST	30WF	317/B60
131VU	APU/FIRE EXTING/SQUIB A	1WF	317/B61
131VU	APU/FUEL ISOL VALVE/CTL	3WF	317/B62
131VU	APU/FUEL ISOL VALVE/SUPPLY	1QF	317/B63
131VU	AIR BLEED/VALVE X FEED AUTO CTL	2HV	316/D52
131VU	AIR BLEED/LEAK DET LOOPS R PYLON AND A	5HF	312/G51
131VU	AIR BLEED/LEAK DET LOOPS TEST	1HF	312/G52
131VU	AIR BLEED/APU BLEED VALVE CTL AND WARN	4HV	312/G55
131VU	AIR BLEED/LEAK DET LOOPS L PYLON AND APU AND B	4HF	311/H51
132VU	ANTI ICE/APU BOOST SIGNAL	54DM	322/N64
133VU	ENGINES ENG 1 AND 2 IDLE CTL	1KR	336/R70
133VU	ELEC/APU GEN GCU SUPPLY	6XS	332/U83
133VU	ELEC/APU GEN GCU WARN	5XS	332/U84
811VU	LIGHT APU	1LJ	Y02

(3)Position access platform.
(4)Position crane and lifting equipment.
(5)Open access door 313AL.
(6)Open APU access doors 315AL and 316AR.
(7)Remove horizontal stabilizer aprons (Ref. 55-15-11, P. Block 401).
(8)Remove horizontal stabilizer trailing edge access panels as required (Ref. 55-13-13, P. Block 401).
(9)Remove APU air inlet duct (Ref. 49-16-14, P. Block 401).

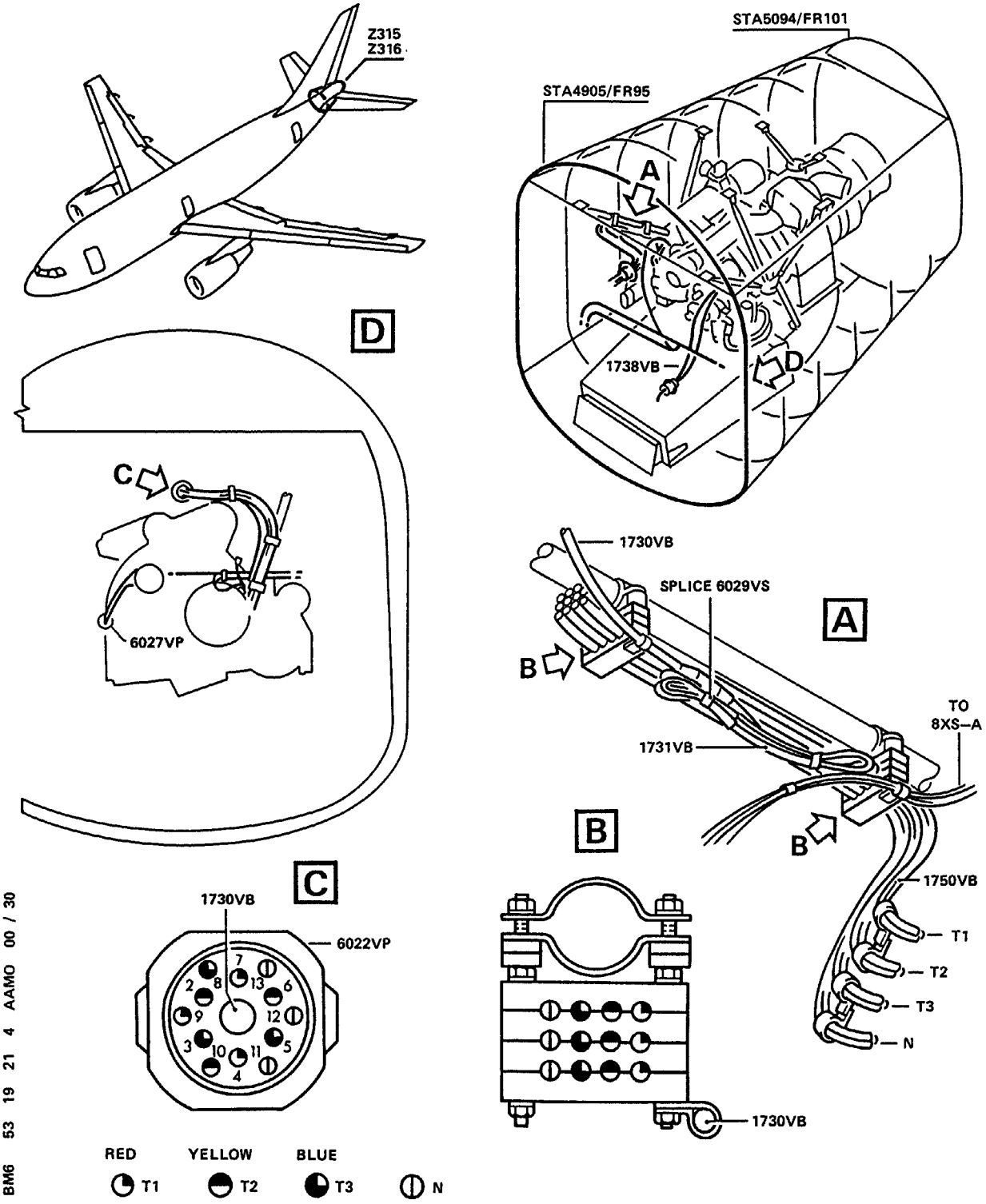
B. Electrical Disconnection (Ref. Fig. 401, 402)

NOTE : To simplify later installation of cable harnesses, re-install clamps, spacers, nuts, bolts etc. at installed positions during removal, and label each attach position with identification number of harness e.g. 1736VB.

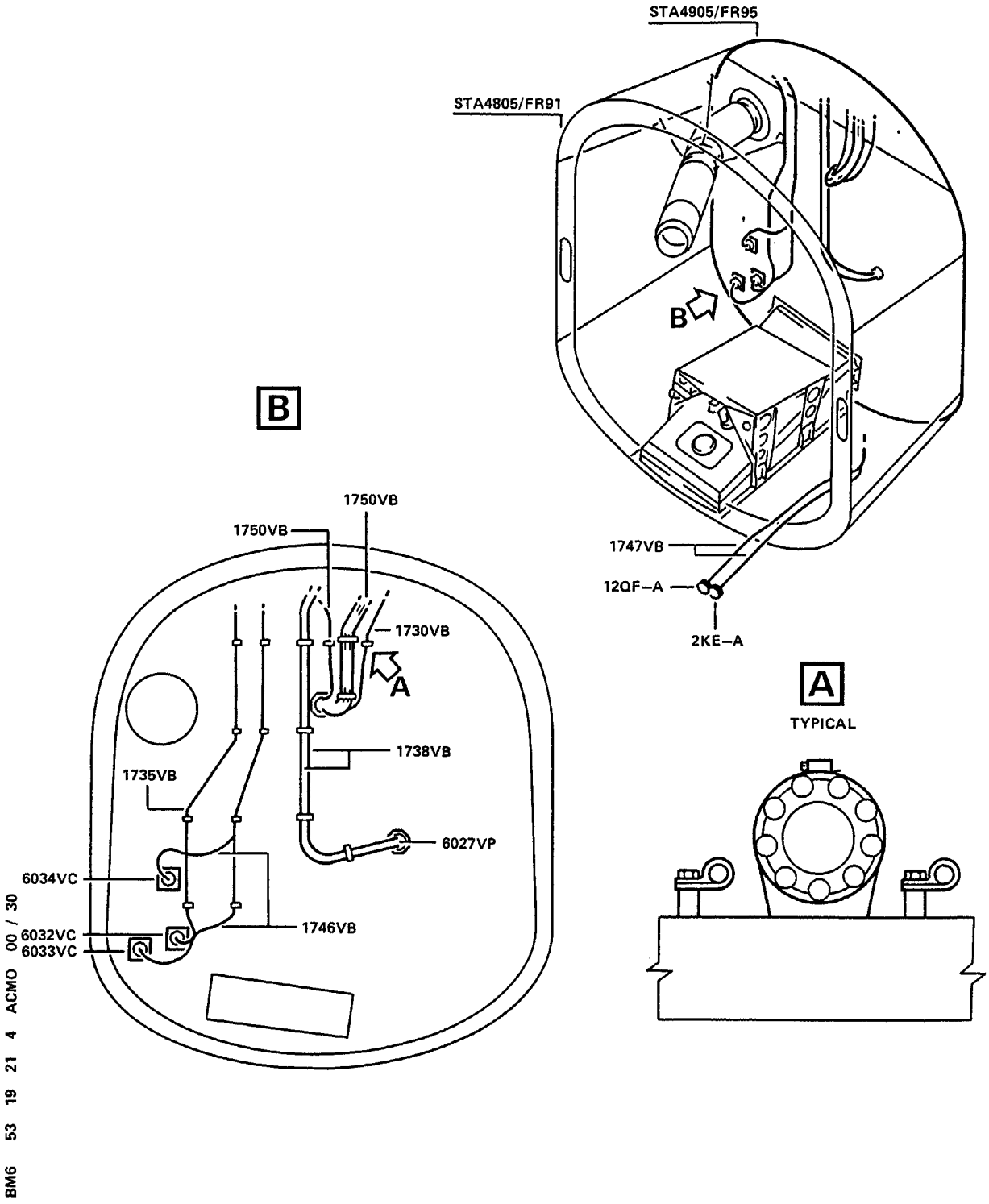
(1)Remove horizontal stabilizer position sensor (Ref. 27-45-11, P. Block 401).
(2)Unclip cable harnesses 1748VB and 1736VB from combined harnesses 1730VB and 1750VB near APU generator.
(3)Disconnect connector 8XS-A (cable harness 1731VB) from top of APU generator.
(4)Remove terminal cover and disconnect cable lugs (cable harness 1750VB) from terminals T1, T2, T3 and N at APU generator.
(5)Remove 5 pins of cable harness 1731VB from connector 8XS-A using appropriate tool from Electrician Service Tool Kit P/N DMC333.

NOTE : Cable harness 1731VB is an extension of 1730VB after splice 6029VS.

(6)Unclip cable harnesses 1750VB and 1730VB back to bulkhead fire seal 6022VP.
(7)Disconnect cable lugs 8KA (cable harness 1738VB) from APU starter and unclip cable harness 1738VB back to bulkhead fire seal 6027VP.
(8)Disconnect connectors 6032VC-A, 6033VC-A and 6034VC-A on APU side of firewall.
(9)Release fire seal 6022VP at STA4905(FR95) and withdraw bulkhead fire seal 6022VP, together with cable harnesses 1730VB and 1750VB, thru firewall.
(10)Unclip cable harnesses 1730VB and 1750VB back to STA4805(FR91).
(11)Release fire seal 6027VP at STA4905(FR95) and withdraw bulkhead fire seal 6027VP together with cable harness 1738VB thru firewall.
(12)Unclip cable harness 1738VB back to STA4805(FR91).
(13)Remove attach screws at connectors 6032VC, 6033VC and 6034VC (cable harnesses 1735VB and 1746VB), and withdraw connectors from firewall STA4905(FR95).
(14)Unclip cable harnesses 1735VB and 1746VB back to STA4805(FR91).
(15)Disconnect connector 6060VC-A (cable harness 1757VB) from overheat detection cable 36/0709 on bleed-air duct between STA4845(FR93) and STA4876(FR94).
(16)Unclip cable harness 1757VB back to STA4805(FR91).
(17)Disconnect connector 6031VC-A (cable harnesses 1747VB and 1753VB) at STA4805(FR91).



Cable Harnesses to APU
Figure 401



Cable Harnesses Forward of Firewall
Figure 402

(18)Disconnect connectors 12QF-A from LP fuel valve and 2KE-A from fuel pressure switch, both located just forward of STA4805(FR91) below the horizontal stabilizer LH side, and unclip cable harnesses 1747VB from FR91(STA4805).

CAUTION : DO NOT DAMAGE OVERHEAT DETECTION CABLE.

(19)Disconnect connector 6061VC-A from overheat detection cables 36/0709 and 36/0710 between STA4670(FR88) and STA4715(FR89).

(20)Unclip and remove overheat detection cable 36/0709 between STA4670(FR88) and STA4905(FR95).

(21)Cap all disconnected plugs and connectors.

C. Pipe Disconnection (Ref. Fig. 403)

(1)Remove bleed-air duct (1) from between STA4760(FR90) and STA4875(FR94) as follows:

(a)Remove bonding straps and rods from bleed-air duct (1).

(b)Remove deflector ring and clamps from bleed-air duct (1).

(c)Remove bleed-air duct (1) and cap all ends of bleed-air duct.

(2)Remove fuel line (13), from between STA4760(FR90) and STA4905(FR95) as follows:

(a)Vent drain valve, between STA4937(FR96) and STA4969(FR97), using adapter P/N 98A28007570000.

(b)At drain valve, between STA4760(FR90) and STA4805(FR91), install adapter P/N 98A28007570000 and drain fuel from fuel line (13).

(c)Remove drain line coupling (21).

(d)Remove nuts (19), washers (18), bolts (8) and bonding strap (9).

(e)Remove lockwire and safety-springs (7).

(f)Remove nuts (2), washers (3), bolts (6), bonding straps (5) and clamp (4).

(g)Slide back coupling sleeves (17).

(h)Remove nuts (11), washers (12) and bonding straps (10).

(j)Remove lockwire from pipe couplings (15).

(k)Release fuel pipe couplings (15) and remove fuel line (13).

(l)Remove and discard O-rings (14, 16, 20) and cap all ends of fuel lines.

D. Removal (Ref. Fig. 404, 405)

(1)Remove elevator control rods (Ref. 27-31-21, P. Block 401 and 27-31-22, P. Block 401).

(2)Remove diverter plate and diverter coupling plates (Ref. 49-16-11, P. Block 401).

(a)Break adhesive in gap STA4817(FR92), at STGR39 RH and STGR45 LH in area of LH and RH diverter using nonmetallic scraper.

(3)Remove self-adhesive discs covering hoisting points.

(4)Remove hoisting lugs and install in reverse position in tail cone.

(5)Position crane and attach tail cone sling P/N 98A53907524000 to tail cone hoisting lugs (Ref. Fig. 404).

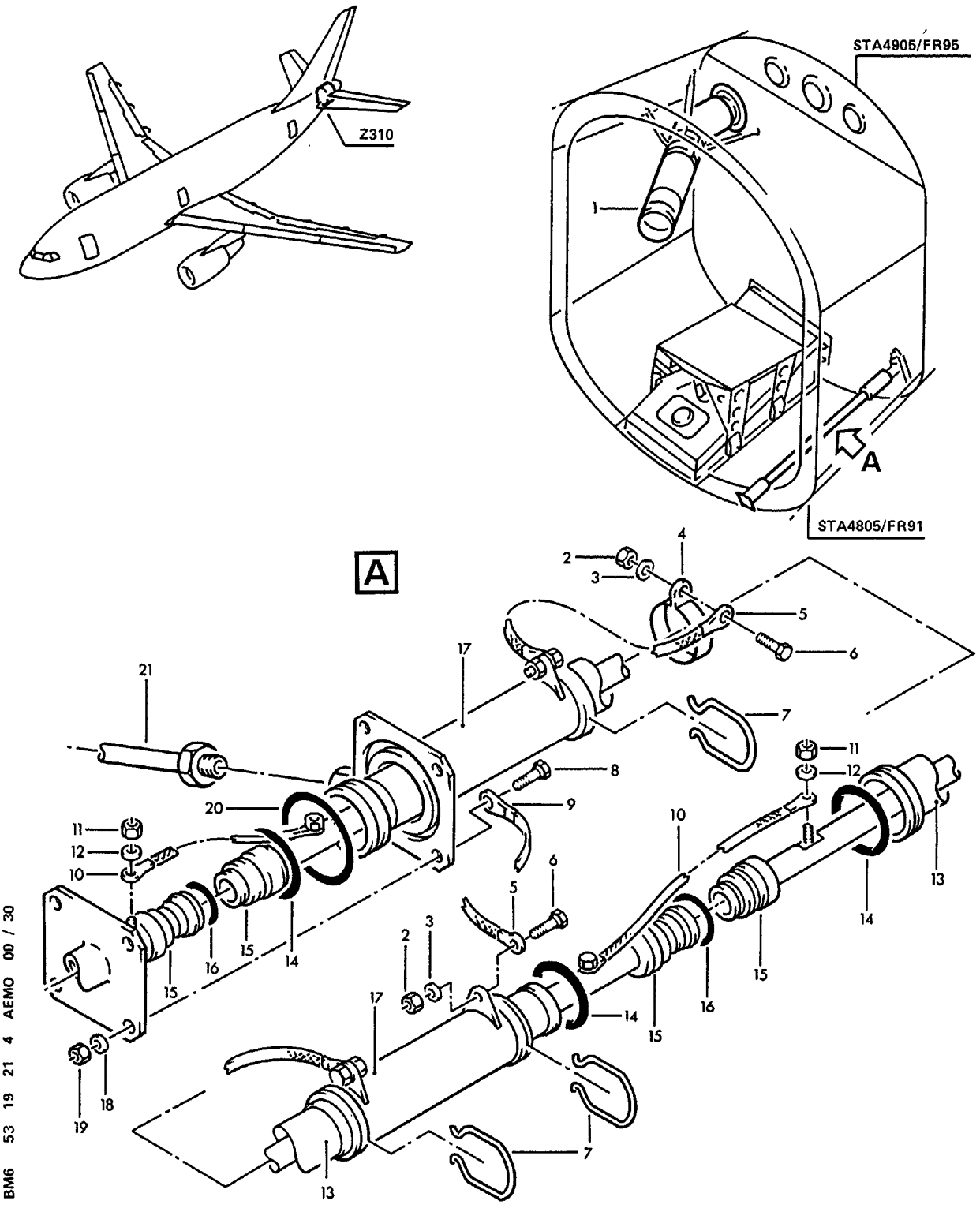
(6)Disconnect tail cone from fuselage as follows: (Ref. Fig. 405).

(a)Remove screws (71), washers (70), and plates (69).

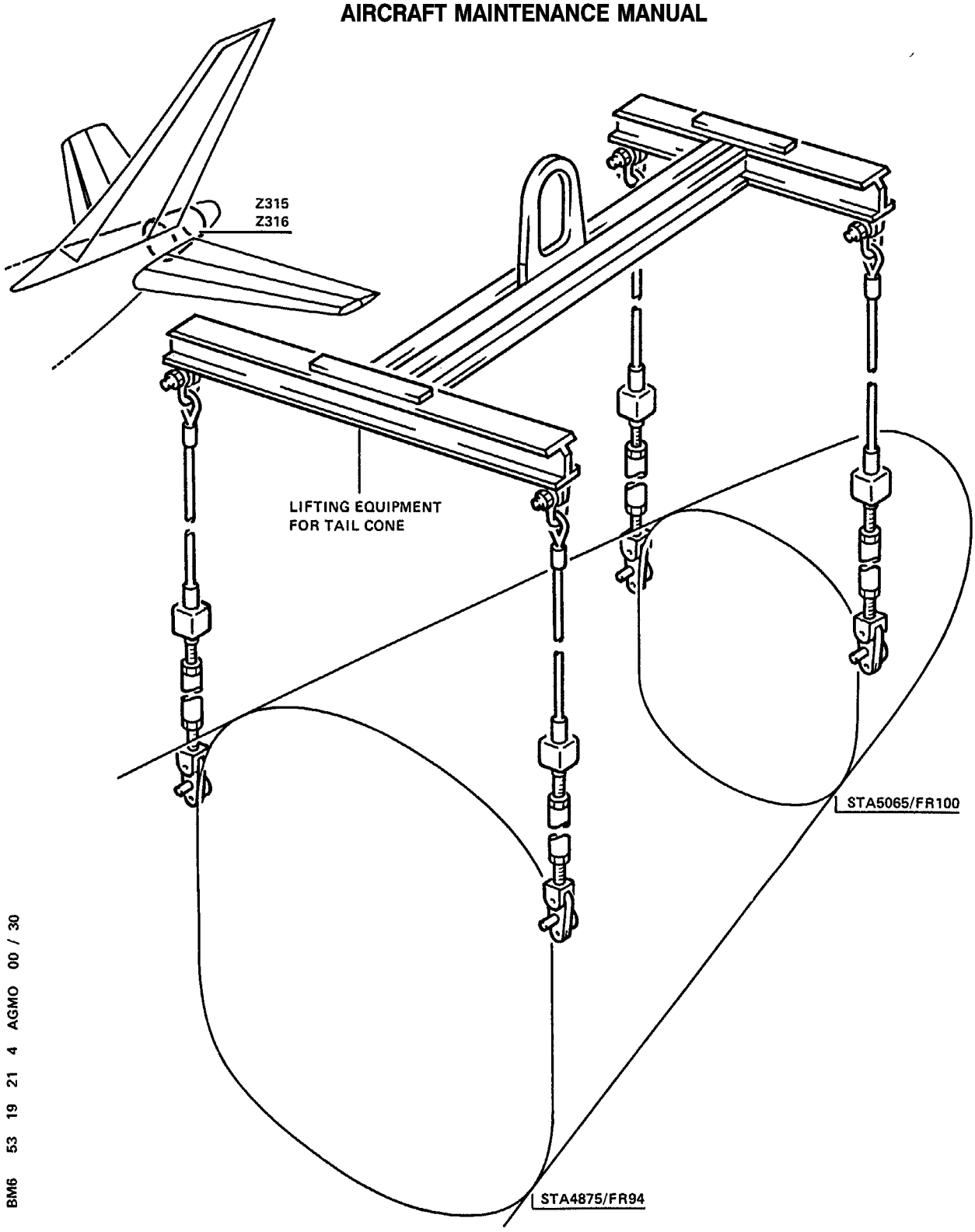
(b)Remove nuts (76), washers (77), bonding straps (79) and bolts (78).

(c)Remove cotter pins (67) and nuts (66).

(d)Fit adapters (73) to bolts (72).



Bleed Air and Fuel Line
Figure 403



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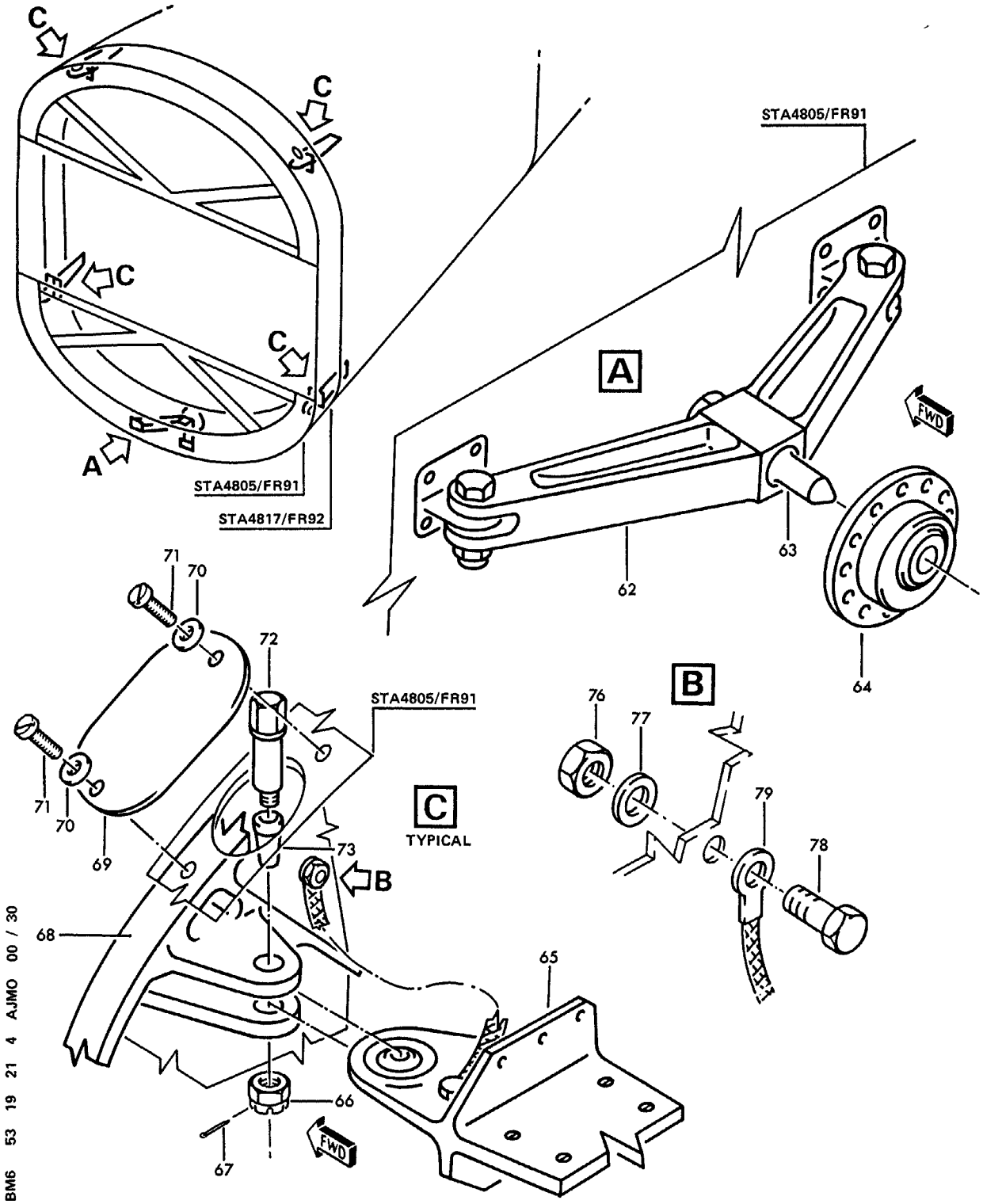
Tail Cone Hoisting
Figure 404



Tail Cone Attachment
Figure 405

(e)Lift tail cone so that upper tail cone attach fittings (65, 68) are not under load.
(f)Remove bolts (72) from upper tail cone attach fittings (65, 68) using
R attach bolt extractor P/N 98A53407566003.
(g)Remove bolts (72) from lower tail cone attach fittings (65, 68) using
R attach bolt extractor P/N 98A53407566003.
(h)Move tail cone approx. 300 mm (11.8 in.) aft, and lower onto a suitable support.
(j)Remove hoisting equipment.

E. Preparation for Installation
(1)Clean bolts (72) thoroughly using cleaning agent (Mat. No. 11-004).
(2)Inspect bolts (72) and tail cone attach fittings (65, 68) for damage and corrosion. Damaged or corroded bolts (72) or tail cone attach fittings (65, 68) must be replaced.
(3)Inspect seal at STA4817(FR92) and replace if necessary.
(4)Remove damaged sealant from break of sealant barrier STA4805(FR91) and STA4817(FR92) at STGR42 LH and STGR36 RH, using nonmetallic scraper and cleaning agent (Mat. No. 11-004).
NOTE : Remove all blanking caps and plugs from fuel lines, bleed-air duct and cable connections immediately prior to installation.
(5)Remove adhesive from seal and seal profile at STA4817(FR92), STGR45 and STGR39 LH and RH in area of LH and RH diverter coupling plates, using nonmetallic scraper.

F. Installation (Ref. Fig. 404, 405)
(1)Position crane and attach tail cone sling P/N 98A53907524000 to tail cone hoisting lugs.
(2)Fit adapters (73) to bolts (72).
(3)Grease bolts with synthetic grease (Mat. No. 04-004).
(4)Position tail cone approx. 300 mm (11.8 in.) aft of STA4805(FR91).
(5)Bring tail cone attach fittings (65, 68), spigot (63) and bearing housing (64) together.
NOTE : Spigot (63) and bearing housing (64) are located at STA4805(FR91) and STA4817(FR92) in the six o'clock position.
(6)Adjust eccentric flange of bearing housing (64), by repositioning bolts and turning flange of bearing housing (64).
(7)Attach tail cone to fuselage as follows:
NOTE : For ease of installation, connect lower tail cone attach fittings first.
(a)Position bolts (72) in lower tail cone attach fittings (65, 68) using
R attach bolt extractor P/N 98A53407566003.
(b)Remove adapters (73) from bolts (72).
(c)Install nuts (66) to bolts (72).
(d)Lift tail cone to line up with upper tail cone attach fittings (65, 68).
(e)Position bolts (72) in upper tail cone attach fittings (65, 68) using
R attach bolt extractor P/N 98A53407566003.
(f)Remove adapters (73) from bolts (72).
(g)Install nuts (66) to bolts (72).
(8)TORQUE nuts (66) to between 0.57 and 0.79 m.daN (50 and 70 lbf.in.) and

safety with cotter pins (67).
(9)Apply moisture-removing oil (Mat. No. 05-027) to exposed thread ends of bolts (72).
(10)Position plates (69) and install washers (70) and screws (71).
(11)Protect bolts (71) against corrosion as follows:
(a)Clean and degrease heads of screws (71) with cleaning agent (Mat. No. 11-004).
(b)Apply corrosion protective agent (Mat. No. 13-001).
(c)Replace damaged paint coating as necessary (Ref. 51-75-10, P. Block 801).
(12)Connect bonding straps (79) to tail cone attach fittings.
(a)Position bonding straps (79), and install bolts (78), washers (77) and nuts (76). For electrical bonding refer to 20-28-11, P. Block 1.
R (13)Apply storage preservation (Mat. No. 15-008) to tail cone attach fittings
R (65, 68) and surrounding area.
R (14)Remove sling from tail cone.
R (15)Remove hoisting lugs and degrease with cleaning agent (Mat. No. 11-004).
R (16)Apply corrosion-preventive paste (Mat. No. 05-002) to hoisting lugs and install reverse in tail cone flush with skin.
R (17)Install self-adhesive discs (Mat. No. 05-052) over hoisting points (Ref. 11-20-00, P. Block 1).
R (18)Install elevator control rods to horizontal stabilizer sparbox and horizontal stabilizer fittings (Ref. 27-31-21, P. Block 401 and 27-31-22, P. Block 401).
R (19)Install diverter plate and diverter coupling plates (Ref. 49-16-11, P. Block 401).
(a)Apply adhesive (Mat. No. 08-004) to gap between STA4805(FR91) and STA4817(FR92) at STGR45 LH and STGR39 RH circumferentially in area of LH and RH diverter coupling plates.
NOTE : Length of sealed area should not be less than 30 mm (1.2 in.).

G. Pipe Connection (Ref. Fig. 403)
(1)Install fuel line (13), between STA4760(FR90) and STA4905(FR95) as follows:
(a)Inspect fuel line (13) for, and remove, any foreign objects.
(b)Apply grease (Mat. No. 04-012) to O-rings (14, 16, 20) and position on fuel line (13).
(c)Position fuel line (13), tighten fuel pipe couplings (15) and safety with lockwire 0.6 mm (0.024 in.) dia.
(d)Position bonding straps (10) and install washers (12) and nuts (11). For electrical bonding refer to 20-28-11, P. Block 1.
(e)Slide coupling sleeves (17) into position and install bolts (8) with bonding strap (9), washers (18) and nuts (19). For electrical bonding refer to 20-28-11, P. Block 1.
(f)Install safety-springs (7) and safety with lockwire 0.6 mm (0.024 in.) dia.
(g)Coat inside of clamp (4), with grease (Mat. No. 04-012). Position clamp (4) and install bolts (6), bonding straps (5), washers (3) and nuts (2). For electrical bonding refer to 20-28-11, P. Block 1.
(h)Install drain line coupling (21).
(2)Install bleed-air duct (1), between STA4760(FR90) and STA4875(FR94).

(a)Inspect bleed-air duct (1) for, and remove, any foreign objects.
(b)Check bleed-air duct (1) and seal for good condition.
(c)Apply lubricant (Mat. No. 06-002) to sleeve end of bleed-air duct (1).
(d)Position bleed-air duct (1) and install clamp.
(e)TORQUE clamp to between 0.57 and 0.79 m.daN (50 and 70 lbf.in).
(f)Position deflector ring and tighten.
(g)Install rods and bonding straps on bleed-air duct (1). For electrical bonding refer to 20-28-11, P. Block 1.

H. Electrical Connection (Ref. Fig. 401, 402)

CAUTION : DO NOT DAMAGE OVERHEAT DETECTION CABLE.

(1)Install overheat detection cable 36/0709 as follows:
(a)Attach overheat detection cable 36/0709 to bleed-air duct, between STA4670(FR88) and STA4905(FR95).
(b)Connect connector 6061VC-A (overheat detection cable 36/0709) to connector 6061VC (overheat detection cable 36/0710) and safety with lockwire 0.6 mm (0.024 in.) dia..
(2)Attach cable harness 1747VB to lower horizontal beam of FR91(STA4805) and connect connectors 12QF-A to LP fuel valve and 2KE-A to fuel pressure switch.
(3)Connect connector 6031VC-A (cable harnesses 1747VB and 1753VB) at STA4805(FR91).
(4)Attach cable harness 1757VB between STA4805(FR91) and STA4875(FR94) and connect connector 6060VC-A to overheat detection cable 36/0709.
(5)Attach cable harnesses 1735VB and 1746VB between STA4805(FR91) and STA4905(FR95).
(6)Position connectors 6032VC, 6033VC and 6034VC (cable harnesses 1735VB and 1746VB) in firewall at STA4905(FR95) and install screws.
(7)Attach cable harness 1738VB between STA4805(FR91) and STA4905(FR95).
(8)Install bulkhead fire seal 6027VP, together with cable harness 1738VB, in firewall STA4905(FR95).
(9)Attach cable harnesses 1730VB and 1750VB between STA4805(FR91) and STA4905(FR95).
(10)Install bulkhead fire seal 6022VP, including cable harnesses 1730VB and 1750VB, in bulkhead.
(11)Connect connectors 6032VC-A, 6033VC-A and 6034VC-A at STA4905(FR95).
(12)Attach cable harness 1738VB between STA4905(FR95) and APU starter.
(13)Connect cable lugs 8KA to APU starter. TORQUE nut of positive cable
R connection and nut of negative cable connection (Ref. 49-10-00,
R P. Block 401).
(14)Attach cable harnesses 1730VB and 1750VB between STA4905(FR95) and generator.
R (15)Connect cable lugs to terminals T1, T2, T3 and N. TORQUE nuts
R (Ref. 49-10-00, P. Block 401) and install terminal cover.
(16)Insert pins of cable harness 173VB into connector 8XS-A using appropriate tool from Electrician Service Tool Kit P/N DMC333 and connect connetor 3XS-A to top of APU generator.
(17)Clip harnesses 1748VB and 1736VB to combined harnesses 1730VB and 1750VB at splice 6029VS.
(18)Install horizontal stabilizer position sensor (Ref. 27-45-11, P. Block 401).

(19)Wirelock all electrical connectors and fire seals.

J. Final Procedure
(1)Install APU air inlet duct (Ref. 49-16-14, P. Block 401).
(2)Install horizontal stabilizer trailing edge access panels (Ref. 55-13-13, P. Block 401).
(3)Install horizontal stabilizer aprons (Ref. 55-15-11, P. Block 401).
(4)Fill gap between STA4805(FR91) and STA4817(FR92), STGR42 LH and STGR36 RH, at break of sealant barrier with sealant (Mat. No. 09-016) (Ref. 51-76-10, P. Block 801).
(5)Renew damaged paint coating after sealant has cured (Ref. 51-75-10, f. Block 801).
(6)Remove safety clips and tags and close circuit breakers 20RJ, 1HV, 3HV, 10QC, 11QC, 1QC, 1KK, 1KN , 1KP, 2WG, 7WF, 2WF, 4WF, 2QF, 58KD, 71KD, 50KA, 1KB, 2KD, 1KD, 3WG, 1WG, 30WF, 1WF, 3WF, 1QF, 2HV, 5HF, 1HF, 4HV, 4HF, 54DM, 1KR, 6XS, 5XS and 1LJ.
(7)Bleed fuel line (25) as follows:
(a)Remove adapter P/N 98A28007570000 from drain valve, between STA4760 (FR90) and STA4805(FR91).
(b)Make certain that adapter P/N 98A28007570000 is installed at drain valve, between STA4937(FR96) and STA4969(FR97).
(c)At frame 95 (STA4905), press VENT APU FUEL LINE pushbutton and bleed fuel line for a sufficient time to ensure an air-free fuel flow. Release pushbutton.
(d)Remove adapter P/N 98A28007570000 from drain valve between STA4937 (FR96) and STA4969(FR97).

K. Test
(1)Return horizontal and vertical stabilizers to operating condition (Ref. 55-00-00, P. Block 301).
(2)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(3)Check bleed-air line sealing, where reconnected, (Ref. 36-12-00, P. Block 501).
(4)Check fuel line sealing (Ref. 49-31-00, P. Block 601).
(5)Carry out functional test of APU fire extinguisher system (Ref. 26-22-00, P. Block 501) and fire detector system (Ref. 26-13-00, P. Block 501).
(6)Carry out operational test of APU system (Ref. 49-00-00, P. Block 501).
(7)Carry out operational test of cabin and service interphone at terminal inside access door 313AL (Ref. 23-44-00, P. Block 501).
(8)Carry out test of service area lighting aft of STA4805(FR91) (Ref. 33-31-00, P. Block 501).
(9)Pressurize hydraulic systems (Ref. 29-10-00, P. Block 301).
(10)Carry out functional check of elevator controls (Ref. 27-31-00, P. Block 501).
(11)Make horizontal and vertical stabilizers safe (Ref. 55-00-00, P. Block 301).

L. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Close access door 313AL.
(3)Close APU access doors 315AL and 316AR.
(4)Return horizontal and vertical stabilizers to operating condition (Ref. 55-00-00, P. Block 301).
(5)Remove access platform.